

<b>Submission No.</b>	<b>135</b>
<b>Organisation Name or Name of Submitter</b>	<b>J. Murphy (Developments) Limited (represented by John Spain Associates)</b>

<b>Item No.</b>	<b>Section Ref.</b>	<b>Page No.</b>	<b>Observation Statement</b>	<b>TII Response</b>
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**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.

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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.
7	Grounds of submission (paragraph 7)	4	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).  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.'	See response to item no. (6) above