

Submission No.			293	
Organisation Name or Name of Submitter			The Foley Family	
Letter dated January 16th 2023				
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
1	Letter	1	<p>The houses of concern for us are</p> <p>THE MEWS, Orchard Lane, DOG PK50. now I believe designated as 1, Orchard Lane And FERNEY, Orchard Lane, D06 H3N3. now designated as 7, Orchard Lane.</p> <p>The Mews is an 1846 stable dwelling. Ferney a new 2008/9 house, it has a large glass atrium set into the entire middle of the house.</p> <p>As a family we tried to get the laneway taken in charge on two occasions and were rejected, so for 50 years we have been the people who have keep the lane clean and surfaced.</p> <p>(The laneway) It is owned jointly by each new house which has been given planning permission to build on the old wooden garages belonging to houses on Ranelagh road.</p> <p>THE MEWS is owned jointly by our 3 adult children and ourselves, they live there, the issue for us all would be disturbance to the entire structure and it's integral stability.</p> <p>FERNEY, is our home for the last years of our life, we are hurtling towards 80 and have designed the house to be used as a downstairs zone with all such needs catered for , kitchen, living and bedroom areas plus bathroom.</p>	<p>TII would like to provide assurance that the impacts of construction generated ground movements on your properties have been considered.</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 5.17 refers. The Phase 2 assessment of the assessed impact on buildings above the tunnel in close proximity to your properties have been assessed as being within the "negligible" damage category (an explanation for which can be found in Table 4-4), please refer to building B220, 221 (55, 57 Dexter Terrace) and B-217 (47 Ranelagh Road) in table 5-2 of that appendix.</p> <p>Irrespective of the current assessments, given the age of your property, it will be subject to a further Phase 3 refined assessment (despite the impact only being assessed as below "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> <p>Monitoring instrumentation will also be installed in the area to monitor the performance of the works and potential environmental impacts, including ground movements 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 the repair of damage attributed to the scheme. Chapter 21 Land Take, section 21.6.1.4 Property Protection refers. 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>
2	Letter	1	<p>We strong oppose the proposal to bring the Metrolink to Charlemont on the South side. It is the wrong location for a city centre terminus.</p>	<p>The rationale for a proposed station and turnback at Charlemont is explained 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."</p>

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				<p>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>
			Response (2) continued.	<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 Ratio (BCR).</p>