

Submission No.			183	
Organisation Name or Name of Submitter			Mark O'Connell - 18 Lindsay Road	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
RE: Observation on Metrolink, ABP Case number 314724				
1	Letter	1	I am not convinced of the necessity for a rail link to the airport. I believe the airport is well served by a network of public buses and taxis. Just because we are the only European capital city without a rail link to its airport should not dictate that we need one.	<p>EIAR Chapter 03 (Background of the MetroLink Project) details how the MetroLink will address challenges within the Greater Dublin Area. In section 3.4.4, Quality International Connectivity is recognised as a challenge within Ireland that MetroLink will address. As detailed, to achieve the best economic performance, Irish airport 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. Dublin Airport had 30.7m passengers (excluding transfers) in 2019 (last full year for which pre-Covid-19 passenger numbers are available) and there are approximately 19,200 people employed within the larger airport campus.</p> <p>Outbound passengers also 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. Modelling shows that the proposed Project will reduce private vehicle journeys to and from the airport by between 10,200 and 13,200 per 12-hour period. 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>
2	Letter	1	This area in which I live - the junction of Phibsboro, Glasnevin and Drumcondra - has had its challenges over the decades. All in all, I am not of the opinion that it has improved. I believe that the Metrolink- with its stations at Crossguns Bridge and Mobhi Road - will not represent a turnaround. The reality is that the area has been dragged down by the presence of Mountjoy Jail and the declining Phibsboro Shopping Centre.	<p>EIAR Chapter 03 (Background of the MetroLink Project) details how the MetroLink will address challenges within the Greater Dublin Area. The proposed Project stations will support communities 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. As the proposed Project improves this in North Dublin it will help to attract both people, amenities and businesses into the area, further encouraging compact growth, job opportunities and sustainable housing developments. 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. This will help to boost economic activity and generate an improvement to the urban public realm. Evidence of this is presented in Chapter 03.</p>

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3	Letter	1	Standing proud above the incremental drabness are the Botanic Gardens, Mobhi Road and the Brian Boru Pub. The Metrolink Stations on Mobhi Road and Crossguns will significantly impact the former and will completely obliterate the latter. This is really sad. Mobhi Road would be destroyed. So many mature trees would be removed.	<p>Please refer to response item (2) in relation to how the Project will enhance the urban environment around stations.</p> <p>EIAR Chapter 27 (Landscape) details impacts to tree loss and the landscape surrounding the stations. During the construction phase at Griffith Park, the proposed Project will result in a loss of existing trees on the boundary of the upper football pitch, however the existing trees along St Mobhi Road (at road level) will be appropriately protected and will remain unaffected by the works. Please refer to Appendix A27.3. During the operational phase, at Griffith Park Station, the planted retaining wall will be themed to relate to the nearby Botanic Gardens and references other notable large single specimen evergreen conifers planted in this general area. Details on the proposed landscaping at Griffith Park can be found in Chapter 27 (The Landscape) section 27.5.4.18. The impact on Botanic Gardens is anticipated to be not-significant as it is outside of the Project Boundary, however it will face temporary severance impacts during the construction phase.</p> <p>At Glasnevin Station, whilst there will be removal of existing tress and landscape at this location, overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be significant and positive. Details on the proposed landscaping at Glasnevin station can be found in Chapter 27 (The Landscape) section 27.5.4.19.</p> <p>As detailed in Chapter 26 (Architectural Heritage) section 26.5.4.6.2, it is noted that the licensed premises, the Brian Boru' are to be demolished to facilitate the construction of Glasnevin Station. However, to mitigate the impact of this, the licensed premises are to be recorded by means of photography and written description to English Heritage level 3 prior to demolition.</p> <p>As detailed in Chapter 9 (Traffic and Transport) section 9.6.2.2.4.2, the existing road network layout at Griffith Park Station will be maintained in the Operational Phase, with one lane of vehicular traffic in each direction on St Mobhi Road.</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>
4	Letter	1	<p>In particular, the plans to scrub the Brian Boru from the area is so crude. It's such a beautiful building. It features in James Joyce's Ulysees and it's the only pub in Ireland with a crucifix on the front!</p> <p>Could the station not be built down the road on the site of Phibsboro Shopping Centre? What an opportunity to get rid of an eyesore? Some good lateral thinking there?</p>	<p>EIAR Chapter 07 (Consideration of Alternatives) details the decision-making process that has led to the proposed Project, including station locations. The selection of the location for the Glasnevin Station has primarily been based on facilitating direct interchange between the Project and the heavy rail network. The rail lines are at their closest at the Cross Guns Bridge, therefore locating the station away from the existing heavy rail lines at this location would not meet the project's overall objective of providing for interchange. As such, the location of the Phibsboro Shopping Centre would not allow for the Project to meet its objectives. 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> <p>Please refer to response item (3) in relation to the proposed mitigation for impacts to the Brian Boru.</p>
5	Letter	2	In addition to the Brian Boru, three beautiful neo-Georgian houses are also slated for destruction. They too are lovely features on that street. It will be a shame if they go.	<p>Please refer to response (4) in relation to the location of Glasnevin Station, and please refer to response (3) in relation to the requirement for the demolition of the Brian Boru.</p> <p>EIAR Chapter 26 (Architectural Heritage) details the impacts to buildings and the proposed mitigation measures to reduce the severity of impacts. The houses to be demolished as part of the construction of Glasnevin Station are to be recorded by means of photography and written description to English Heritage level 2 prior to demolition (a descriptive record of the exterior and interior of a building), reducing the significance of the impact. Please refer to response item (1) in relation to how MetroLink will contribute to improvements in the urban environment.</p>

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6	Letter	2	<p>The construction of the Metrolink stations at Crossguns and on Mobhi Road would add to the congestion in the area.</p> <p>It is important to note that permission has already been granted for a massive number of housing units a Crossguns/Royal Canal and further away on Botanic Road. These developments are in themselves unsuitable because proper provision has not been made for cars, retail, school and green play areas. The addition of Metrolink stations would draw significant amount of additional vehicular traffic - set-down and passing.</p>	<p>EIAR Chapter 09 (Traffic and Transport) details the modelling works that have been undertaken to assess the impact of the Project on traffic. A key input to the traffic modelling has been the provision of Planning Datasheets from the NTA, which determines forecasts for population, employment and education. The foundation of this planning sheet is heavily based on published policy documents. The NTA have also worked with the Regional Assemblies and the Local Authorities to incorporate their housing and growth priorities in the planning sheet. Distribution is also based on existing patterns, and zoning within the development plans. Therefore, future residential developments that are built on zoned lands have been accounted for, as best as possible. Details on the planning datasheets can be found in Appendix A9.6 Data Collection Report section 3.1.</p> <p>As detailed in Appendix A9.5 Scheme Traffic Management Plan section 7.5.5.3.1, analysis has been undertaken to assess the impact of the traffic management measures on the road network during the construction phase at Griffith Park, which primarily consists of the removal of the southbound bus lane in both the Enabling Works and Main Works. As a result, there will be a slight impact for general traffic and a subsequent slight increase in driver delay, however this is only a matter of seconds.</p> <p>The assessment of the impact of the construction works on general traffic at Glasnevin is presented in Appendix A9.5 Scheme Traffic Management Plans section 7.6.5.3.1. As detailed, the Enabling Works will result in a slight impact for general traffic at this location, with a driver delay on Prospect Road of approximately 40 seconds. During the main Works, there are no proposed lane closures, and therefore there will be no significant impact on traffic flows at this location.</p> <p>It is incorrect to say that the addition of the stations will draw significant amounts of additional traffic. Traffic modelling at this location in the operational phase indicates that whilst the R108 Prospect Road may see slight increases in AADT (Annual Average Daily Traffic) (up to an additional 250 AADT during the AM peak hour), there is a negligible impact on journey times and delays at this location, indicating that MetroLink will not contribute to vehicular congestion in the area. This is detailed in Chapter 9 (traffic and Transport) section 9.6.2.2.4.2 (Table 9.141). 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. At Glasnevin Station, the direct interchange with the heavy rail network, and the proximate location of BusConnects services on the R108 will reduce the demand for access via car. Disability only drop-off facilities will be provided at this station, limiting the possibility for increased congestion. These details are presented in Chapter 6 (MetroLink Operations and Maintenance).</p>
7	Letter	2	<p>Assuming that the Metrolink station does go ahead at Crossguns, has any consideration been given to preserving at least part of the Brian Boru? Could it be incorporated into the station? Could the building be uplifted and moved to an adjacent area? I believe one or both of these options could be viable.</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. Please refer to the Glasnevin Construction Report in Appendix A5.5. 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. This is detailed in Appendix A5.5. Glasnevin Construction Report in section 2.1. 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.</p> <p>As part of the proposed mitigation measures detailed in EIAR 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 a historical analysis.</p>