

Submission No.			274	
Organisation Name or Name of Submitter			Santry Forum	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
SID Observation Metro North: Santry Forum				
1	N/A	1	There should be a bike hub at each station & at various points in the neighbours that the Metro will service to enable passengers to continue their journey to their final destination.	<p>As detailed in Chapter 06 (MetroLink Operations and Maintenance), one of the key design requirements for the proposed Project is the provision of cycle parking facilities at and near each station to facilitate passengers who wish to cycle to/from the station.</p> <p>The bicycle parking provision determined for each station within the DCC and FCC areas is outlined in Chapter 04 (Description of the MetroLink Project).</p> <p>Due to space constraints in the vicinity of stations it is not possible for the MetroLink Project alone to provide all the bicycle parking required to meet demand at every station. In recognition of this, TII are coordinating the strategy and approach across multiple agencies e.g., Dublin City Council, Fingal County Council, and NTA to identify how future demand can be accommodated sustainably.</p>
2	N/A	1	More Connection to DART stations to include both Tara and Pearse St stations.	<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. The heavy rail lines that serve Pearse Station also serve Tara Street, and therefore an interchange is not required at both locations as this would create a duplication of infrastructure.</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. The direct interchange provided at Glasnevin will facilitate this seamless integration with the rail network.</p>
3	N/A	1	The station named as Glasnevin is misleading and should be changed to Harts Corner or Phibsboro.	<p>In previous iterations of the Project, the station at this location was referred to as 'Whitworth', however due to the presence of the heavy rail lines through the Phoenix Park Tunnel, which runs around the north side of Glasnevin cemetery to Glasnevin Junction, where it joins the Maynooth Line, the proposed MetroLink station will be situated, the station name evolved to be known as 'Glasnevin'.</p>
4	N/A	1	We feel that the planners should re look at some of the buildings they purpose to demolish i.e. Brian Boru Public house as these have a long history with the area.	<p>These licensed premises are to be demolished to facilitate the construction of Glasnevin Station. The siting of the Glasnevin Station facilitates Irish Rail connectivity.</p> <p>The magnitude of the impact will be high, and the architectural heritage value of the building is medium. The impact will be very significant.</p> <p>Given the station location, 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 proposed entrance and exit to and from the site. This arrangement precludes retention of the Brian Boru or even just the facade. The proposed construction site is already very constrained and in order to carry out the works, multiple phasing of activities will be required. This entrance may have to be relocated a number of times to facilitate phased working on the site. Further constraints could make this site unworkable and any further reduction in available space would impact on the constructability of this station at this location. The regrettable loss of this public house is acknowledged, but it is deemed essential to ensuring delivery of this project.</p> <p>The significant impact of the demolition is acknowledged and has been considered in the EIAR Chapter 26.</p>

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5	N/A	1	Also it should be relooked at not taking land away from Na Fianna and residents of Mobhi Rd.	<p>Chapter 21(Land Take) presents an assessment of the land take associated with the Project, including both Na Fianna and Mobhi Road. Adjacent to the location of the Griffiths Park Station, with the exception of substratum land acquisition for the tunnel, land and property for residents and land occupied by CLG Na Fianna are unaffected. Section 21.5.2. Construction Phase provides further details on Substratum Land Take.</p> <p>As referred to in section 21.6.1.5 Protection of Sports and Leisure Facilities, 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. The Na Fianna Pitches at this location are not impacted. 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.</p> <p>Elsewhere at Dardistown and 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. 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 are minimised. It should be noted that the playing facilities will be enhanced through provision of additional pitch draining and flood lighting.</p>	
6	N/A	1	<p>So that Metro North can be accessible to the residents of Santry we feel there should be shuttle buses running between the various stations from Dardistown - Ballymun -Collins Ave Stations. We have purposed some ideas for routes below.</p> <p>In Santry we don't have access to the Luas or Dart and now the Metro North hence why we feel the need for the Shuttle Buses.</p> <p>Dardistown-Swords Rd(entrance to Northwood-turning right into Northwood(various stops in Northwood) -Ballymun Metro North Stop</p> <p>Dardistown-Swords Rd (various stops down to Whitehall church then turning right onto Collins Ave Ext stopping at St Aidan's Secondary School and then onto DCU- continuing up Collins Ave Ext to the Collins Ave Metro Stop.</p> <p>Dardistown-Swords Rd (entrance to Northwood) -turning out of Northwood at the roundabout and back onto Santry Ave- then going through Shanliss/Shanard (route to be decided depending on access)going out onto Collins Ave Ext either at DCU or at Ballymun Rd (near Ballymun Library) - Collins Ave Metro Stop.</p>	<p>As detailed in Chapter 06 (MetroLink Operations and Maintenance), the proposed Project has been designed to ensure maximum interchange with other modes of transport, particularly more sustainable modes such as walking, cycling and public transport rather than private vehicles. The locations of stations have been considered in relation to public transport, in particular connectivity with Dublin Airport, Irish Rail, Luas and DART lines, existing bus stops, and future bus stops to be provided as part of BusConnects. Appendix A9.2 presents the Traffic and Transportation Assessments for all stations during the operational phase, presenting all bus stops and public transport locations that are within a 15 minute walking catchment of the station, as well as noting their frequencies. These details have been presented for both the existing bus stops and future BusConnects services which will be in place. For this reason, shuttle buses to and from the stations will not be provided as part of the proposed Project.</p>	
7	N/A	1	We understand that a final budget cannot be decided at this stage as some problems may arise once work commences but we feel there really should not be such a gap (€9-23m) as explorations have already been carried out.	The delivery cost for Metrolink is included in Preliminary Business Case for the scheme which was approved by Government in June 2021. It considered a range of cost forecasts from €7.1bn to €12.25bn.	
8	N/A	1	Ideally if the Metro North could go partially or fully underground this would solve a lot of issues.	<p>EIAR Chapter 07 (Consideration of Alternatives) presents the decision-making process that has led to the development of the proposed Project, including the Old Metro North proposal (LR6). This option scores well in terms of potential benefits, however it scores poorly on cost. As a result, option LR7 (now the proposed Project) was developed to provide a lower cost alternative to Metro North. As such, LR6 was eliminated from further consideration.</p> <p>The Optimised Metro North (LR7) has the same alignment as Old Metro North but includes a significant number of variations such as shorter platforms, smaller stations, reduced rolling stock, fewer stations and vertical alignment changes. As such, LR7 provides a similar service to Metro North but at reduced costs.</p>	