

Submission No.			295	
Organisation Name or Name of Submitter			The Residents of Albert College Lawn (14 Albert College Lawn)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Metrolink. Area 304 on plans for Metrolink ML-RO-304-E-F				
1	Letter	1	<p>The Residents of Albert College Lawn do NOT object in principle to the proposed station at the church. As Dublin's housing density increases, there is a greater need to protect every available green space for future generations and accordingly, we do not want the station to be built in the Albert College Park. However, we have noted the closure of Albert College Drive onto Ballymun Road and the traffic exit congestion and traffic flow from Albert College Estate onto Collins Avenue during the 10 year construction phase and therefore, propose that traffic lights be constructed from Albert College Estate to Collins Avenue to facilitate Albert College Residents ease of exit, or simply move the current traffic light back 20 metres. Also during the construction of the station in front of Our Lady of Victories Church, with modern technology and engineering prowess, why can't a temporary up and over motor corridor be created from Albert College Drive onto Ballymun Road?</p>	<p>Thank you for your submission and for sharing your observations with regards to the MetroLink project to which we have responded below. TII acknowledges your support for the delivery of MetroLink and for a station at Collins Avenue.</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>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 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 (EIAR Chapter 9, section 9.8.2.2) and the resultant improvements in the environment, with reduced noise (EIAR Chapter 13, section 13.5.3.1) and air quality (EIAR Chapter 16, section 16.5.3.2) pollution.</p> <p>EIAR Chapter 7, section 7.7.11.1 also covers the environmental impact assessment undertaken considering the possible locations for the intervention shaft, and why Albert College Park was determined as the optimum location for reasons of; it is no more than 1000m from either Collins Avenue or Griffith Park stations; it is adjacent to the tunnel on the west side of the park in order to reduce the length of connecting tunnel; 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 demolition; and the tunnel intervention shaft can be accessed easily by emergency vehicles with enough area for safely congregating passengers in an emergency.</p> <p>As detailed in Appendix A9.5 Scheme Traffic Management Plan, with the reduction in capacity on Ballymun Road during the construction phase, traffic in the local area redistributes primarily to avoid the Collins Avenue/Ballymun Road junction, which will operate over capacity and experience moderate delays. Therefore, the diversion via Albert College Estate bypasses this junction to facilitate ease of movement and access for residents travelling eastbound on Collins Avenue Extension. Appropriate signage will be provided at this location to indicate the diversion to oncoming traffic. A yellow 'no-stopping' box is currently present at the junction of Collins Avenue Extension/Albert College Estate, which will be maintained to ensure unobstructed access for residents. As a result, it was no considered necessary to relocate the existing traffic lights at this location.</p> <p>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 temporary traffic management measures have been designed in line with the road user hierarchy of the Transport Strategy for the GDA, which prioritises pedestrian/cyclist, public transport and commercial needs provision over private vehicles. The additional construction associated with a 'temporary up and over motor corridor' would cause further impacts to road users, and therefore, in line with the construction objective, the proposed traffic management measures aim to minimise the impact on road users.</p>
2	Letter	1	<p>We have viewed the planning maps and it doesn't appear that the cul-de-sac on Albert College Lawn will be opened for exit onto Ballymun Road, during the construction phase. However, we have noted in earlier proposals by the TII before the Railway Order was lodged that there was a possibility that Albert College Lawn would be opened to give access for residents and people coming from Collins Avenue to Ballymun Road. On the basis of this understanding, we wish to make our concerns and objections known to An Bord Pleanála.</p>	<p>As presented in the Temporary Traffic Management Measures for the works at Collins Avenue, and indicated in diversion drawings included in Appendix A9.5 Scheme Traffic Management Plan, Albert College Lawn will not be opened for exit onto Ballymun Road. Access for residents in Albert College Grove, Court, Avenue, and Lawn will be provided from the existing Collins Avenue Extension to the north of the site. The full estate becomes a cul-de sac, removing the potential of 'rat-running' through the area. It may have been possible that opening this route was considered previously, however the Railway Order as submitted does not propose to open Albert College Lawn.</p>

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3	Objections	1	The Residents of Albert College Lawn strongly object to the possible opening of the cul-de-sac on Albert College Lawn onto Ballymun Road to facilitate exit onto Ballymun Road during the construction phase of 10 years. Such an action would create a rat run from Collins Avenue through our Estate onto Ballymun Road, posing further hazards for the safety of our residents, school going children, wheelchair users (three on the street) and partially sighted and elderly people, who already have to cope with large volumes of parking on our streets from DCU students.	Please refer to response (2) above in relation to the temporary traffic management measures at Albert College Lawn.
4	Objections	1	We strongly object to any interference with or the felling of the 250 year old Beech Tree at the west end of Albert College Lawn for any construction purposes.	The beech tree to the west of Albert College Lawn is not required to be removed as part of the proposed Project, as part of either the construction of Collins Avenue Station or the Albert College Intervention Shaft and is not shown for removal within the EIAR. This is presented in Appendix A27.3 Aboricultural Impact Assessment.
5	Objections	2	Also DCU traffic turning left into DCU Avenue from Ballymun Road is too close to a possible exit from the Lawn and would create a huge hazard for accidents, given the amount of pedestrians, particularly school children and park walkers using the pathways and crossing Ballymun Road.	Please refer to response (2) in relation to the temporary traffic management measures at Albert College Lawn. As indicated, Albert College Lawn will not be opened for access. Therefore, traffic turning left from Ballymun Road into DCU Avenue will not be impacted by traffic going to/from Albert College Estate.
6	Objections	2	Furthermore, we strongly object to any proposal that an alternative route could be opening Albert College Lawn/Avenue onto the access Avenue into DCU in front of No. 16 for motor traffic, for the reasons outlined above.	Please refer to response (2) above in relation to the temporary traffic management measures at Albert College Lawn.

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7	Letter	2	During construction of the Metro Station, where will the construction workers park their own cars in already overloaded parking spaces in Albert College Estate?	<p>Appendix A5.1 of the EIAR Outline Construction Environmental Management Plan notes that 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>A Construction Mobility Plan will be prepared for by 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 need to be considered within the final Construction Mobility Plan:</p> <ul style="list-style-type: none">* The provision of cycle parking for staff;* Ensuring safe and segregated pedestrian access to site; and,* Provision of site specific transportation (minibuses) where frequent movements are going to be occurring (e.g. between different work sites).