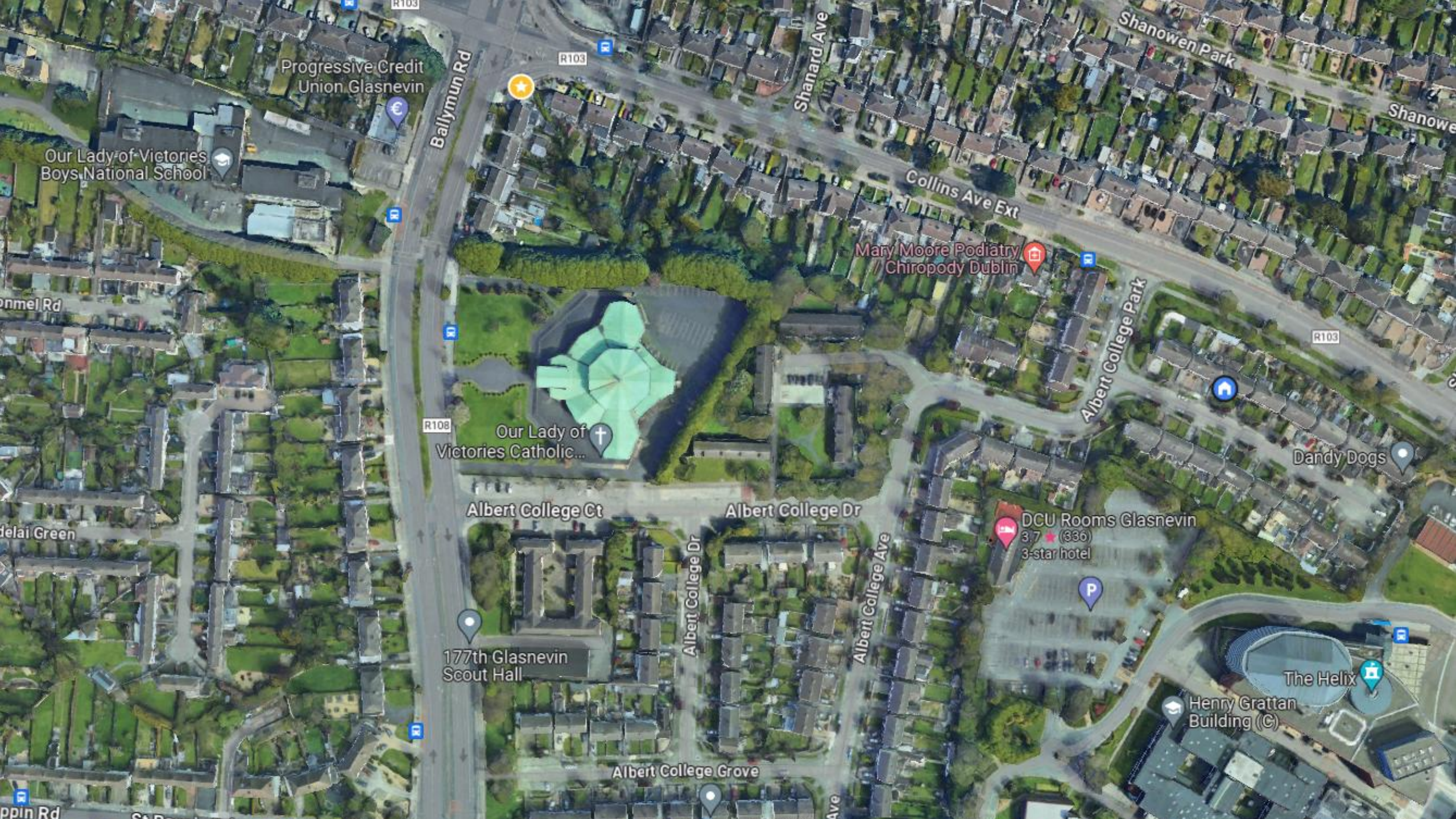
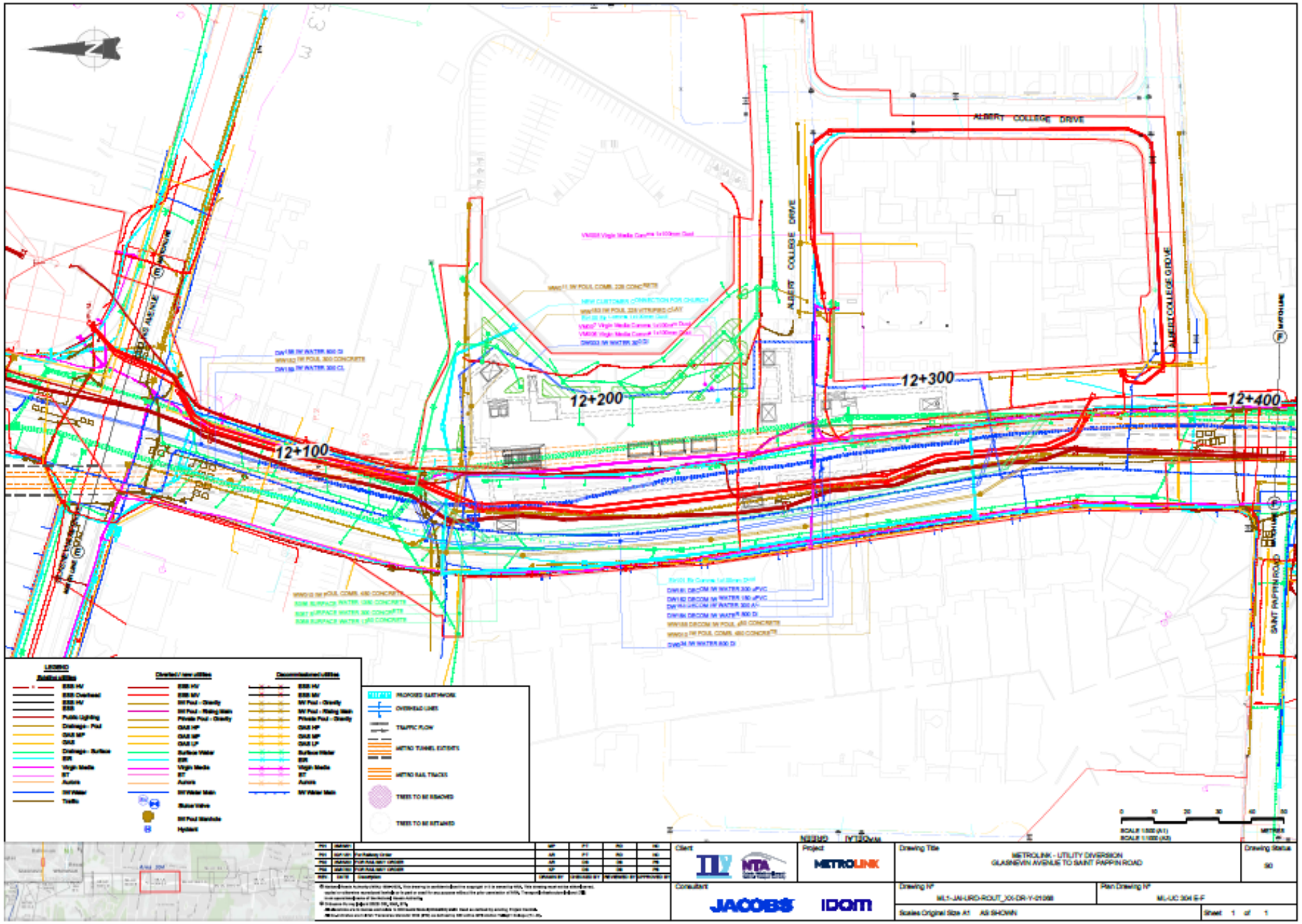
ACRA & Ballymun Road North Residents Associations

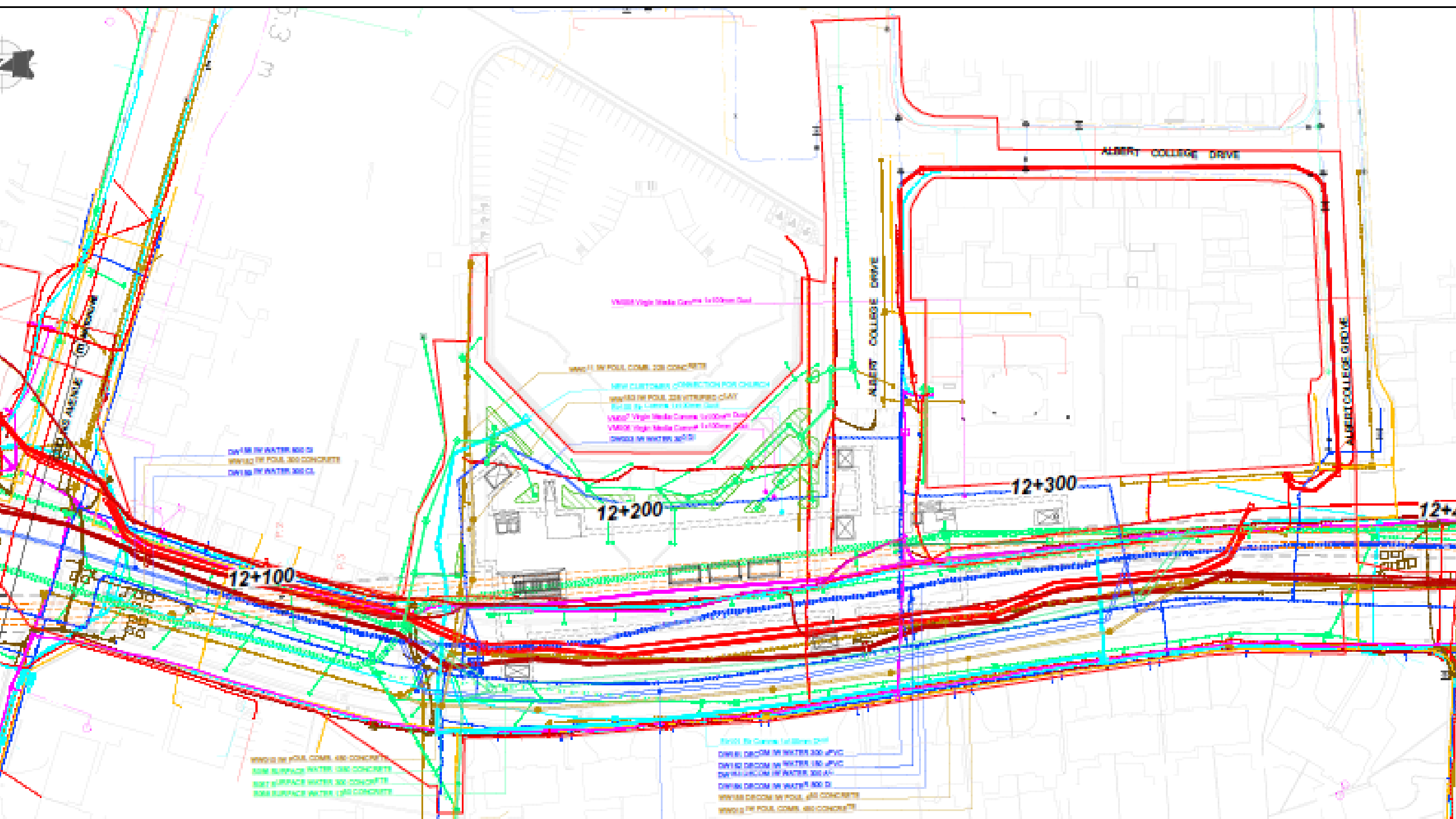
COLLINS AVENUE STATION

Presented by:
Paul Cusack on behalf of both Associations.

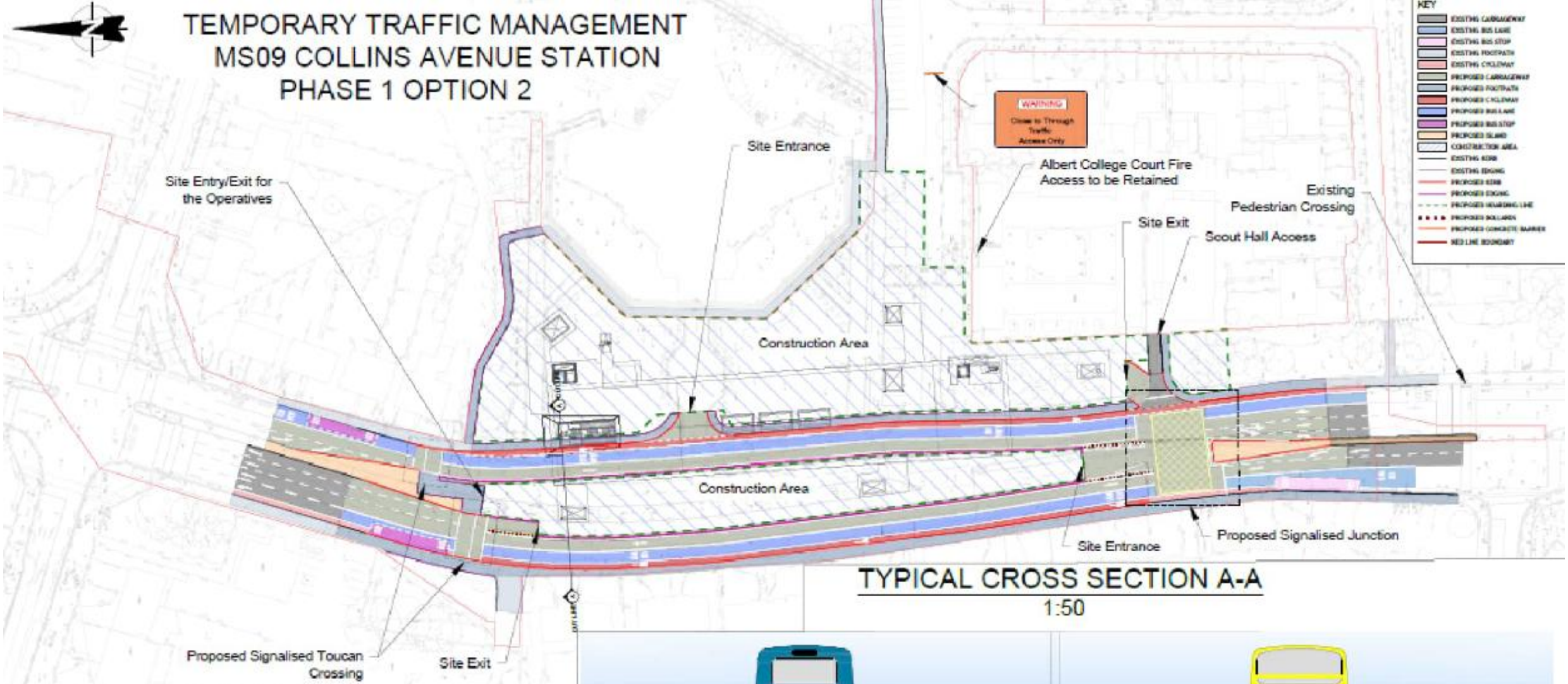
01	**Area Overview**	• **Its main structures, institutions and their activities**
02	Collins Avenue Station	• **How this station tunneling and excavation will effect the ability of the institutions and residents to function**
03	TII's Answers to our submission	• **Our responses**
04	Tunneling and Excavation Related Issues	• **How these issues will affect the visual amenity and the fabric of the area** • **Impacts on Traffic**
05	Collins Avenue Environmental Assessment Report of the Options	• **Our responses to this report**


Progressive Credit Union Glasnevin
Ballymun Rd
R103
Shanard Ave
Shanowen Park
Shanowe
Our Lady of Victories Boys National School
Collins Ave Ext
Mary Moore Podiatry / Chiropody Dublin
Albert College Park
R103
R108
Our Lady of Victories Catholic...
Dandy Dogs
Albert College Ct
Albert College Dr
DCU Rooms Glasnevin
3.7 (336)
3-star hotel
Albert College Dr
Albert College Ave
177th Glasnevin Scout Hall
The Helix
Henry Grattan Building (C)
Albert College Grove


ALBERT COLLEGE DRIVE
ALBERT COLLEGE DRIVE
ALBERT COLLEGE GROVE
SAINT PAPPIN ROAD
12+100
12+200
12+300
12+400
LEGEND
Existing Utilities
Diverted / new utilities
Decommissioned utilities
PROPOSED EARTHWORKS
OVERHEAD LINES
TRAFFIC FLOW
METRO TUNNEL EXTENTS
METRO RAIL TRACKS
TREES TO BE REMOVED
TREES TO BE RETAINED
Client
Project
METROLINK
Drawing Title
METROLINK - UTILITY DIVERSION
GLASNEVIN AVENUE TO SAINT PAPPIN ROAD
Drawing Status
Consultant
JACOBS
IDOM
Drawing N°
ML1-JAI-URD-ROUT_XX-DR-Y-01068
Plan Drawing N°
ML-UC 304 S-F
Scales Original Size A1 AS SHOWN
Sheet 1 of 1


ALBERT COLLEGE DRIVE
ALBERT COLLEGE DRIVE
ALBERT COLLEGE DRIVE
12+100
12+200
12+300

TEMPORARY TRAFFIC MANAGEMENT
MS09 COLLINS AVENUE STATION
PHASE 1 OPTION 2



TYPICAL CROSS SECTION A-A

1:50

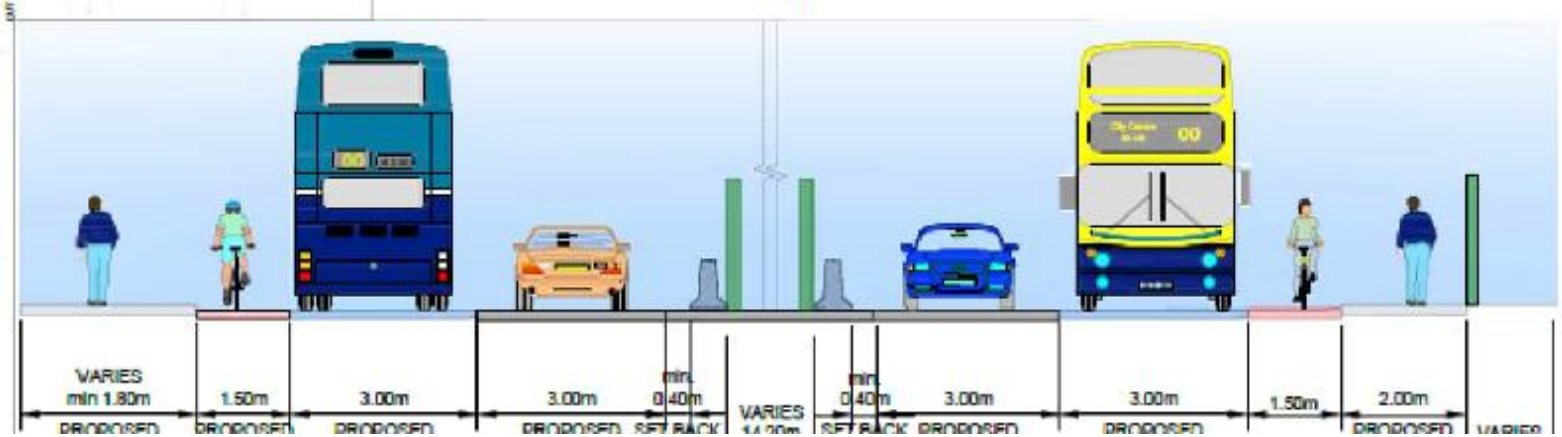


Figure 8-14 Collins Avenue Station Stage 2 –

Excavation and Piling Works

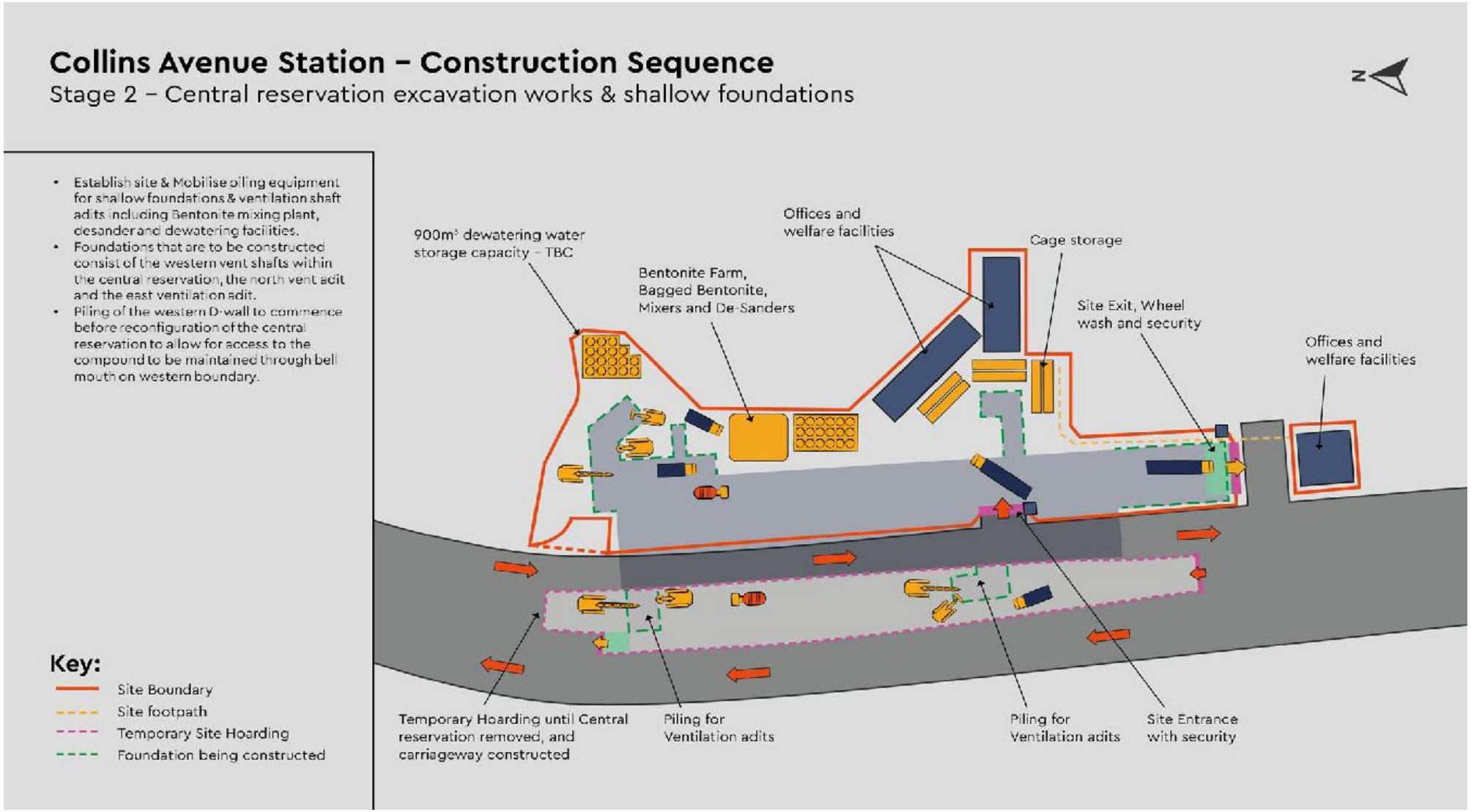
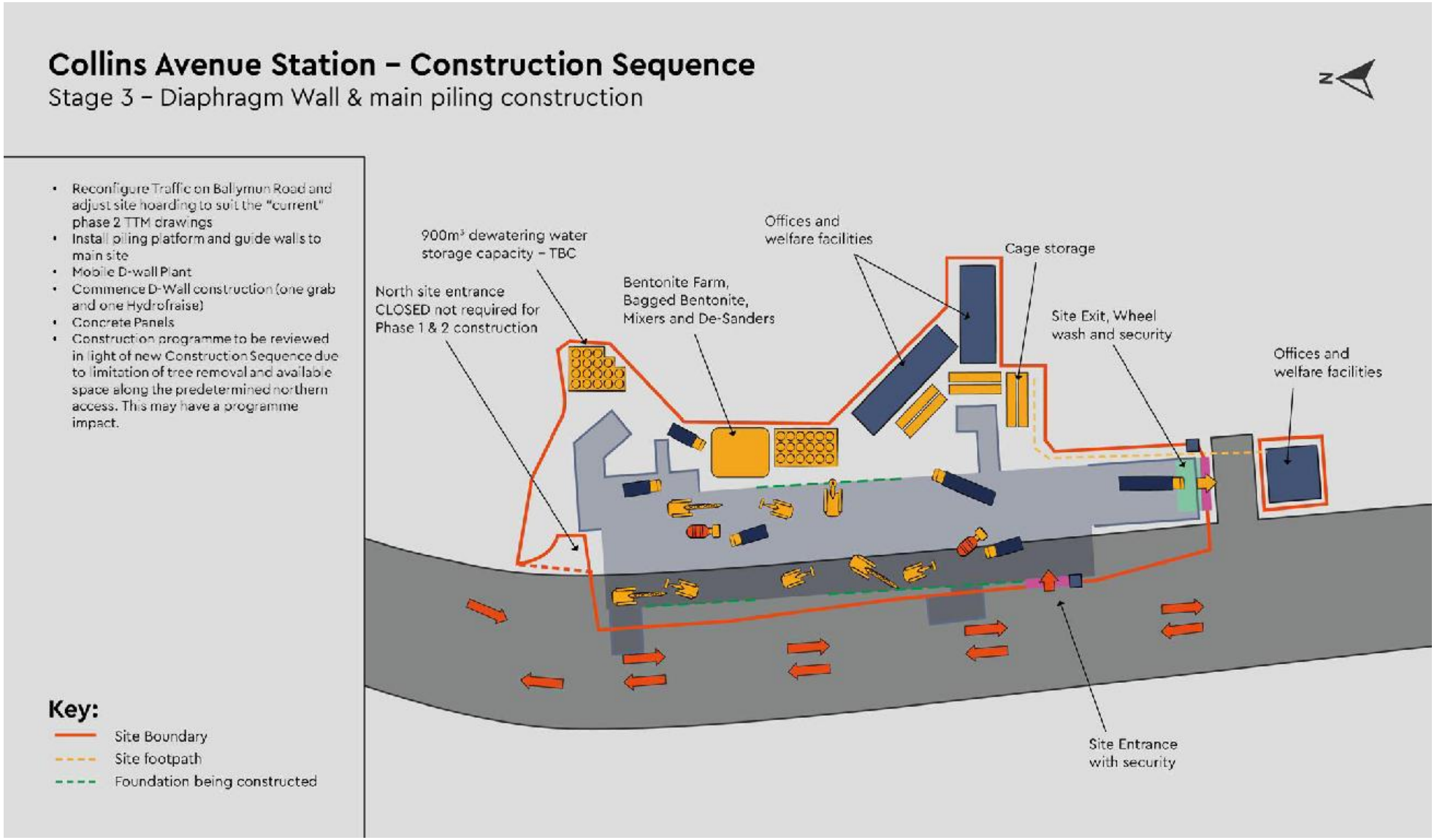


Figure 8-15 Collins Avenue Station Stage 3 –

Diaphragm Wall and Main Piling Construction



OLV church and schools are Zoned Z 15
Following in an excerpt from DCC website

14.7.4 Community and Social Infrastructure Zone Z15

Land –Use Zoning Objective: To protect and provide for community uses and social infrastructure.

“Z15 lands comprise a variety of sites, often consisting of long established complexes of institutional/community buildings and associated open grounds.
The existing uses of these lands generally include community, social or institutional development such as schools, colleges, sports grounds, residential institutions and healthcare institutions.
It is the policy of the council to promote the retention, protection and enhancement of the city’s Z15 lands as they contribute to the creation of vibrant neighbourhoods”

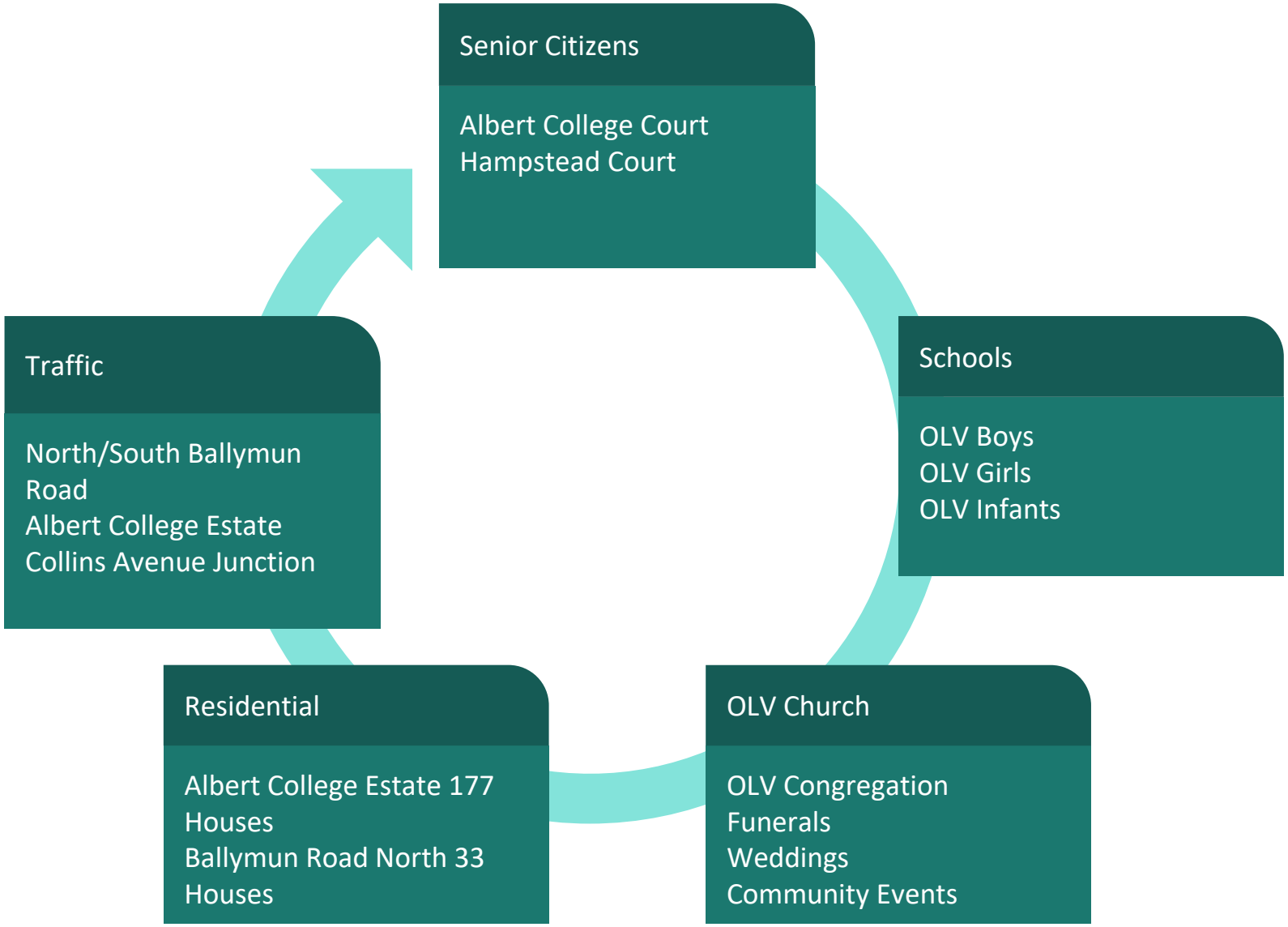
The current plans are in contravention to these policies

They have a detrimental effect on the ability of the institutions to function effectively.

This has a direct negative impact on the local community as a whole
We would therefore ask the inspector to consider the human impacts that the proposed plans will have.

On the people who attend the 6 institutions as well as local residents who are in very close proximity to the station.

Our community also believe it is of the utmost importance to protect these institutions and the vital services they provide in our area.


Senior Citizens
Albert College Court
Hampstead Court
Schools
OLV Boys
OLV Girls
OLV Infants
OLV Church
OLV Congregation
Funerals
Weddings
Community Events
Residential
Albert College Estate 177 Houses
Ballymun Road North 33 Houses
Traffic
North/South Ballymun Road
Albert College Estate
Collins Avenue Junction

The Church Forecourt

TII's Responses to our submission Item 1(1)

TII appreciates the submission and the sharing of concerns/observations related to the Collins Avenue Station.

We have reviewed the submission and provided response for the observations/concerns raised in detail below.

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.

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.

Bus Connects Planned Routes

OUR RESPONSE

We accept the need for an integrated public transport system

N4 Bus Route is the only significant route along the east – west corridor

Most other routes are north-south ‘spines’

Given the expected scale of the disruption in the local area

Could a relatively small cohort of passengers walk 5 minutes south ?

This is often the case on London Underground when passengers need to change lines

TII's Response to item 1(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

OUR RESPONSE

This study is TII's main justification for locating the station at OLV church

The claim is that passenger numbers will be higher at this location 17,250 per 24 hours versus 12,250 at the Park

We strongly dispute the findings of the Arup study carried out in 2019 upon which these numbers are based

DCU had 17,400 students and 1,650 staff in 2019

There is permission granted to add an additional 1200 beds on campus

OUR RESPONSE Contd.

The 10 Acres of adjoining farmland are also due to be developed to accommodate more housing.

Did the study account for population growth in the area ?

Most users will be accessing DCU so more convenient for these passengers.

Small inconvenience of a 5-minute walk compared to the major destruction of a whole community.

Bus connects stop locations could easily be moved - Residents and the other institutions cannot

Effects of Tunnelling and excavation at Albert Court and Hampstead Court housing complexes

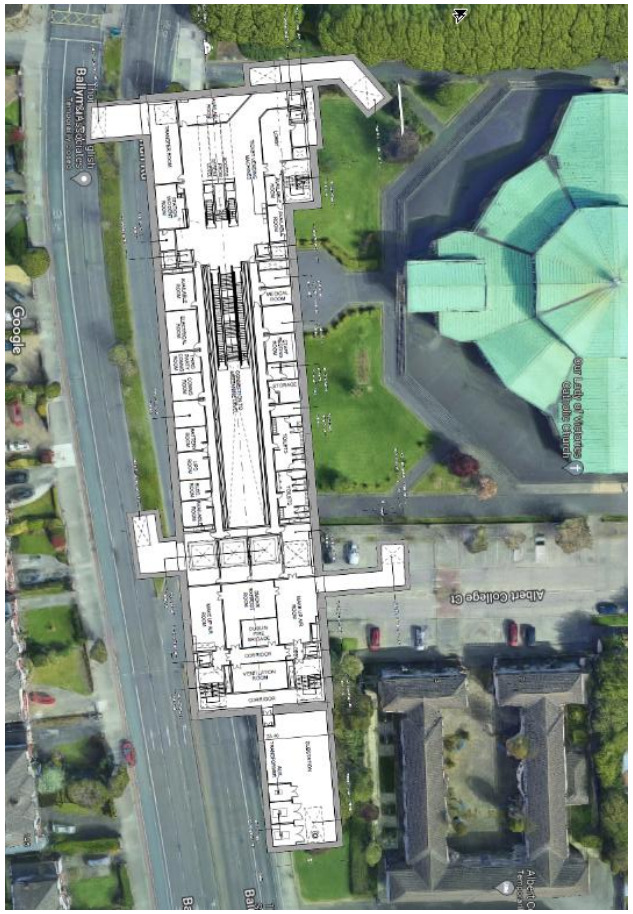
OUR RESPONSE

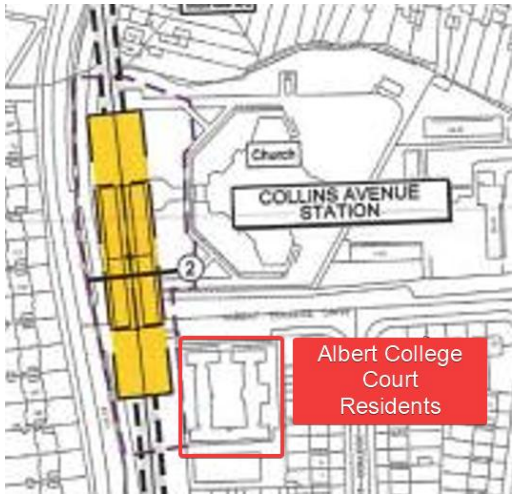
The EIAR states that construction noise impacts at the Albert College Court and other nearby houses will be 'significant to very significant'

Item 3 TII's response :
'Mitigation measures and commitments of relevance to the local population here will be used to ensure that any impacts here are not significant'

Our response:
This response is vague and lacking in detail and **we are not convinced that those impacts will 'not be significant'**

OUR RESPONSE contd.





We request clear evidence that validates this statement
“Construction noise will be at its most severe at this location and houses bordering the northern perimeter of the compound”.

Overbearing hoardings at the two locations will bisect the area.

Residents will feel imprisoned in their homes.

Emergency vehicles will experience delays exiting onto Collins Avenue.

It will impose a severe burden on the entire population of stakeholders in the area for 7 + years

Effects of Tunnelling and excavation at OLV Schools

Following is an excerpt from OLV school submission – their Item 1

"The location of the proposed metro is not suitable due to its proximity to our campus. The original and alternative siting at Albert College Park for the station box, has not, in our view, been given the consideration it merits.
The proposed location of the station 10 meters from our front door poses numerous safety and logistical issues. There is an obvious alternative possible in the swapping of the ventilation shaft proposed for Albert College Park with the station box at Our Lady of Victories Church. The significant excavation required for a station box would be immeasurably better suited if sited in Albert College Park, which would still provide ample access to DCU - the excavation of a ventilation shaft is very much a lesser of two evils in terms of disruption to the school campus"

Second Excerpt from OLV school submission Item 4

"The proposed realignment of Ballymun Road services and the associated enabling works have the potential to make the actual access to the school near impossible. The suggestion that a traffic management plan during the three years of enabling works will protect our school population on a day-to-day basis is unrealistic, and the reality is that any further stress on this massively over used intersection outside our school will lead to a tragic accident"

600 pupils attend the 3 OLV Schools

Has sufficient consideration been given to the severe effect that the proximity of a massive construction site to a school premises that is catering for children from the ages of 4 to 12 will have?

The church forecourt and the rear of the church are essential spaces for school drop-off and collection. This forecourt and part of the rear parking area will no longer be available

School drop off and collection

Item 6 TII response states "***MetroLink has no specific proposals to provide school drop off parking at Our Lady of Victories church during either the construction or operational phase***

Item 8 TII states "***It is acknowledged that parking for school drop offs will be more restricted in the immediate vicinity of the schools during the construction phase. However it is important to state that although parents and students may need to walk a little further, there will be no additional safety risk in place and all road crossings will be fully signalised as currently is the case"***

Our Response

The requirement to drop and collect 600 pupils daily cannot be ignored.
Where will parents park and how will this affect others in the area?
TII appear to be more concerned with passengers having to walk further south than potentially vulnerable children
Can mitigation measures realistically alleviate this issue even more so when road lanes are removed?

Effects of Tunnelling and excavation at OLV Church

Following is an extract from the church submission:

“It would prove almost impossible to cope with the inaccessibility of our two major front entrances for/funerals, weddings, special occasions, necessary and important to-ing, and fro-ing of groups of children and their teachers from our schools to the church.

A number of these children suffer from disabilities such as ADHD, Autism with sensory issues and Downs Syndrome and are particularly fragile, vulnerable, and especially frightened by noise and disruption.

Some of our parishioners who struggle with mobility issues to get here will have further difficulties to endure. Their health and safety are a key concern. Following on from Covid restrictions, all parishes are trying to encourage their congregations to return, and the proposed works will make attending less appealing and very difficult. Many of the congregation are elderly and further inconvenience is unhelpful.

In our opinion, it is imperative that conditions be imposed to alleviate the disruption that this project will cause to our community, our school population and our parishioners”

Questions?

Have these issues have been considered ?

The construction compound will take over most of the church grounds and will severely impact church activities.

Functions such as funerals and weddings will be pushed to the rear of the church and the ambiance will be lost.

Can the church retain its congregation ?

The visual amenity of the church and its environs will be destroyed for 7 years or more

The church may never fully recover

Tunnelling and excavation necessitating road closures and the effects on traffic

TII's response to Item 1(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).

Further transport assessment during preliminary design development indicated that **DCU remains a large contributor to the station usage** with the station location as proposed (located) by the church"

Table 7-30: Collins Avenue AEW Stage 1 Assessment summary

User Group	Criteria	Progress to Stage 2	Potential Magnitude
General Traffic	Removal of one or more lanes of traffic	Yes	High
	Increase in delay to general traffic (> 180 seconds)	Yes	High
	Where there is predicted to be a permanent increase in journey length of 500m.	Yes	Moderate
	New signalised junction	No	
Public Transport	Removal of existing bus lane	Yes	High
	Diversion of over 500m	No	
Cyclist	Reduction in quality of service (by one level or more)	Yes	High
	Diversion of 300m	No	
Pedestrian / Vulnerable User	Removal of footpath / reduction of quality of service	Yes	High
	Removal of pedestrian crossing / diversion	Yes	High
	Relocation of crossing by more than 100m	No	
Commercial/Retail (Loading)	Reduction of on-street loading facilities (within 200m)	No	
	Diversion of over 2km for access	No	
Residential (Parking)	Removal of > 30% of on-street parking within 200m	No	
Commercial (Parking)	Removal of > 10% of parking within 200m	No	

Table 7-37: Collins Avenue Main Works Stage 1 Assessment summary

User Group	Criteria	Progress to Stage 2	Potential Magnitude
General Traffic	Removal of one or more lanes of traffic	Yes	High
	Increase in traffic flow of +10% (PCUs)	Yes	Moderate
	Where there is predicted to be a permanent increase in journey length of 500m.	Yes	Moderate
	New signalised junction	Yes	High
Public Transport	Removal of existing bus lane	Yes	High

User Group	Criteria	Progress to Stage 2	Potential Magnitude
	Diversion of over 500m	No	
Cyclist	Reduction in quality of service (by one level or more)	Yes	High
	Diversion of 300m	Yes	High
Pedestrian / Vulnerable User	Removal of footpath / reduction of quality of service	Yes	High
	Removal of pedestrian crossing / diversion	Yes	High
	Relocation of crossing by more than 100m	No	
Commercial/Retail (Loading)	Reduction of on-street loading facilities (within 200m)	No	
	Diversion of over 2km for access	No	
Residential (Parking)	Removal of > 30% of on-street parking within 200m	Yes	High
Commercial (Parking)	Removal of > 10% of parking within 200m	No	

Road User	Criteria	TTM Design	Stage 2 Impact Assessment Rating	Residual / Comment
	Increase in Driver Delay (seconds)		Severe	Residual Impact
HGV	Increase in HGV flows	High levels of HGV movements at the site.	Slight	N/A

During Collins Avenue Station Main Works construction, it is determined that there will be a severe impact on local traffic. The reduction of capacity on Ballymun Road results in a severe impact on traffic volume increases in the area. While traffic in the local area does redistribute primarily to avoid the Collins Avenue / Ballymun Road junction, there are still some increases in traffic volume on the junction approach arms. The HGV routeing profile for Collins Avenue Station, as well as the site traffic for Griffith Park Station, utilise Ballymun Road and route north to south, and vice-versa, through the junction.

Junction analysis indicates that the Collins Avenue / Ballymun Road junction will operate over capacity during the peak construction year. This will result in increases in driver delay during both peak periods, but specifically high delays of 96 seconds and queues of up 188 PCUs during the AM peak period, along R103 southbound. Delays during the evening peak are the most significant along Glasnevin Avenue and Ballymun Road with delays of 218 seconds and 422 seconds respectively. The detailed results from the junction modelling undertaken is presented in Appendix D.

Table 7-38: Collins Avenue Stage 2 Assessment General Traffic and HGV Summary

Road User	Criteria	TTM Design	Stage 2 Impact Assessment Rating	Residual / Comment
General Traffic	Increase in traffic flow (PCUs)	Reduced capacity on R108 Ballymun Road. One lane for general traffic in each direction.	Severe	Residual Impact

Table 7-42: Collins Avenue Stage 2 Assessment Loading and Parking Summary

Road User	Criteria	TTM Design	Stage 2 Impact Assessment Rating	Residual / Comment
Commercial / retail loading	Diversion for access	No proposed TTM	Slight	N/A
	Reduction of on-street loading facilities	No proposed TTM	No Impact	N/A
Parking	Public parking / residential parking loss	Severe loss of parking spaces in local area. No proposed TTM.	Severe	Residual impact
	Commercial loss	No proposed TTM	No Impact	N/A

Table 7-43: Summary of Collins Avenue Advanced Enabling Works Impact Assessment

Road User	Stage 1 Rating (Utility Layouts)	Stage 2 Rating (TTM Design)	Residual / Comment
General Traffic			Residual impact
HGV			N/A
Public Transport			N/A
Cyclists			N/A
Pedestrians			N/A
Commercial/retail loading			N/A
Parking			N/A

OUR RESPONSE

The EIAR Scheme Traffic Management Plan ref A9.5 states that “the effect on local traffic will be severe
The tables speak for themselves

The Collins Avenue Environmental Impact Report of the Options document also contradicts TII’s above assertion as follows:
“**Option 3 (within the park) is also the only option that completely avoids construction within a highway, and hence would cause least disruption of traffic”**

The STMP proposes mitigation measures such as “Monitored signage and diversions” for Ballymun Road

30,000 vehicles currently use this dual carriageway daily and it has 6 lanes.

OUR RESPONSE contd.

Up to 2 traffic lanes will be closed on each side of the road at different stages.

South bound carriageways will be completely closed at some stages of construction.

It will make safe access and egress to properties on both sides of Ballymun Road very difficult.

Traffic will consistently be stationary on both carriageways as per the EIAR study.

Traffic pollution will increase - hundreds of idling stationary vehicles near houses.

Respiratory health impacts?

Effects at Albert College Housing Estate

Use of the Albert College Drive / Ballymun Road junction will be ‘banned’ turning the estate into a cul de sac.

Residents of Albert College Estate will have to exit onto Collins Avenue entering already very heavy traffic, only to be made worse by the current proposed church location construction site.

Junction closure will add more traffic to Collins Ave junction and traffic will backlog onto AC estate, adding far more than 7 minutes to their commute.

Typical morning traffic using Albert College Drive as a ‘short cut’

Should this junction be closed with Ballymun Road southbound reduced to one car lane and one bus lane, the Collins Ave / Ballymun Road junction will be at stand still.

Residents would have to have an alternative exit, signal controlled and limited to estate residents only.

This traffic chaos could be greatly reduced by adopting a Park based solution and moving the ventilation shaft north of Collins Avenue, either beside the Ballymun library or in another suitable location.

Effects at Albert College Housing Estate contd.

School Parents will have no option but to park in the estate

Driveways will be obstructed, and residents will experience continuous difficulties and frustration trying to exit their properties

Followed by major delays trying to get out onto Collins Avenue which will be stationary

Gridlock will most certainly be the result


YOUNG ADULT GOSPEL MASS
Sunday @ 6.30pm

Lane closure on a Sunday morning at 11am

Pluvial Flooding Item 21

TII Response to Item ***21.***
The main construction site at Collins Avenue Station is located 1,700m from the Tolka River. Table 18.16 of EIAR Chapter 18, Hydrology, presents the construction and contractor compound sites and bulk fuel storage with subsoil storage involved in the proposed Project.
Furthermore, the table provides a summary of the construction and compound sites along the full route together with the planned discharge point (surface water/storm sewer) and the estimated daily rate of discharge to that receiving feature.

None of the planned construction or compound sites are located immediately within areas which have potential for fluvial or coastal flooding.

Although there is a risk of pluvial flooding all along the proposed route due to insufficient capacity in the existing surface water network.

However, it should be noted that the proposed MetroLink station has been designed to incorporate SuDS in the design which means that ***there will be no increase in runoff due to the proposed projec***t.
(Refer to Appendix A18.5 Flood Risk Assessment).

Our Response

The Wad River is of greater concern locally and not the river Tolka.

A tributary of the Wad River runs along the rear of houses on the west side of Ballymun Road.

The water table is very high here and flooding is a regular problem during periods of wet weather.

No study appears to have been done to reflect this.

Could we request evidence that this situation will not be made worse due to the proposed station construction?

TII Response to Item ***21.***

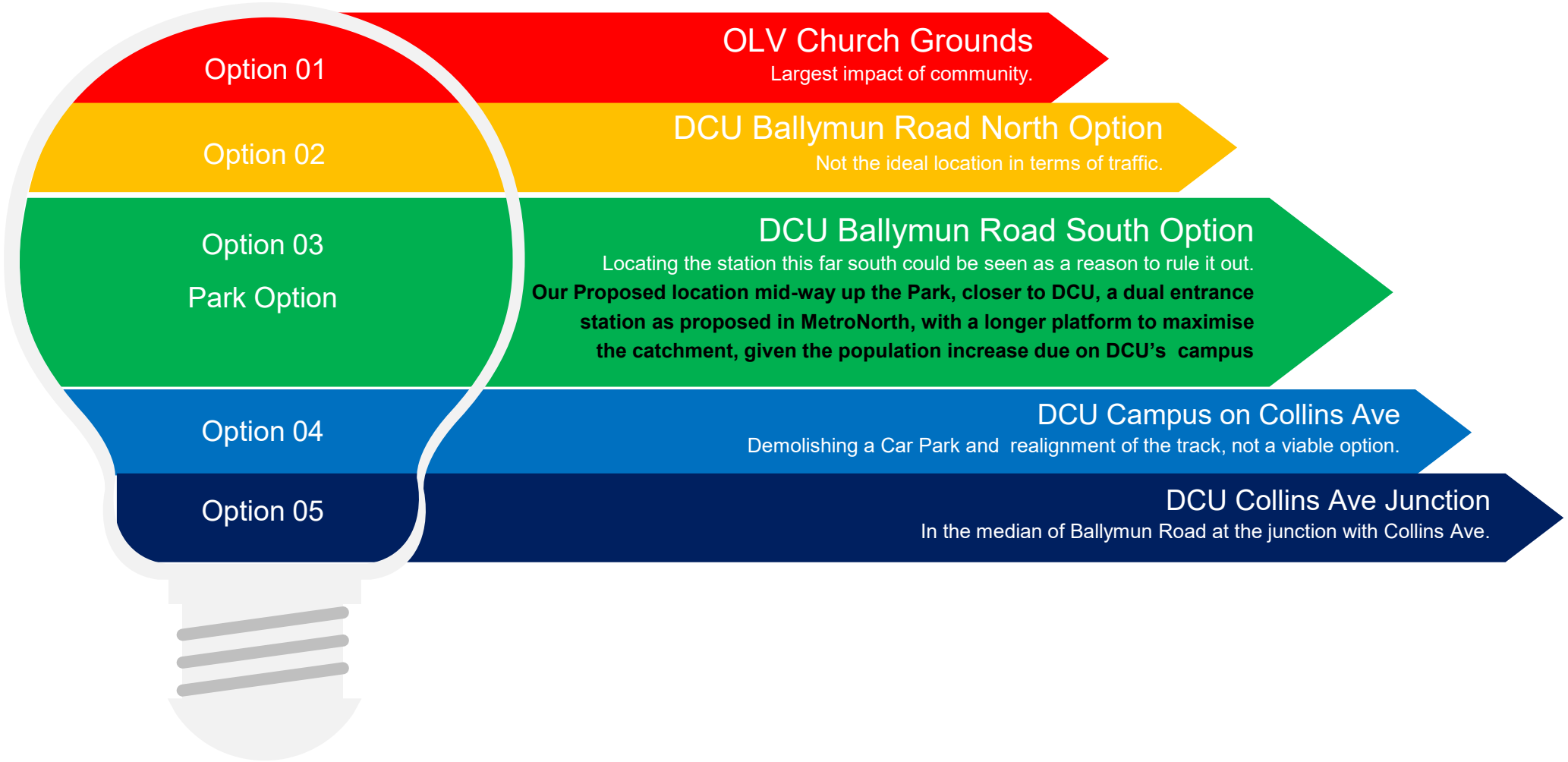
The main construction site at Collins Avenue Station is located 1,700m from the Tolka River.

Flooding in a rear garden on Ballymun Road

Collins Avenue Station:

Environmental Assessment Report of the options

Locations Considered for DCU Station



Option 1: OLV Church

“A station at this location would be requiring temporary and permanent land take from Our Lady of Victories Church grounds.
There would be potential direct impacts of noise, visual and dust disturbances during the construction phase on sensitive receptors such as the abovementioned church, nearby schools and residents etc.

There could be disruption to traffic along R108 during construction thereby causing access impacts to local population.

There is the potential for impacts on the setting of buildings with architectural heritage value, and potential for damage to possible buried archaeological assets during construction”

Option 3: Albert College Park

4.2.3 Option 3: “Metro North – DCU Ballymun Road within Albert College Park.

This option would be within an existing park and would involve significant vegetation removal, hence there would be impacts on local biodiversity, landscape and visual amenity.

The landscape impact of felling matured trees would be have an effect until replanted vegetation matured. This location is also close to other sports ground, hence construction work at this site may reduce the amenity and disrupt access for the users for these grounds.

No properties are anticipated to be demolished for this option and impacts on traffic are also less compared to other options as it is not on the main road. The number of sensitive receptors close to this site is also less than the other options, hence the overall impact on environment is less”

Option 3: Albert College Park - contd.

“Although all the options are situated in an urban setting, Option 3 would be situated within a park, requiring the removal of mature trees, thereby affecting biodiversity and landscape.

Option 3 is also the only option that completely avoids construction within a highway, and hence would cause least disruption of traffic”

Option 3: Albert College Park - contd.

Excerpt from Collins Ave Options document:

“All options would require an intervention shaft to be built in addition, because of the distance between Ballymun and Griffith Park, and the safety requirement for ventilation and evacuation facilities to be available at 1km distances along the route”

Our Response:

Mature trees will be removed across all options.

There would be impacts on local biodiversity, landscape and visual amenity across all options.

Trees will grow again, repairing a damaged community may be harder.

Option 3: Albert College Park - contd.

"This location is also close to other sports ground, hence construction work at this site may reduce the amenity and disrupt access for the users for these grounds"

Our Response:

This is also the case at Griffith Park station which will be built under Home Farm football pitch.

The solution TII have provided here is to reinstate the parkland following an expedited station build lasting 3 years.

Financial compensation was offered to Home Farm Football Club presumably to procure temporary playing pitches elsewhere.

Why could this model not be extended to Albert College Park?

Excerpt from DCC submission Item 3

"The proposed development will generally not have a significant impact on public amenity. Exceptions are St. Stephen's Green, Albert College Park and Griffith Park, all of which will be impacted to various degrees during the construction of the proposed development.

Significant parts of these public amenity lands will be effectively unusable during construction of the project. Although this is a negative impact, it is considered necessary and unavoidable for the completion of the project and in the long term public interest.

The Planning Authority is of the opinion that provided the areas are properly reinstated following construction, this situation is acceptable"

Griffith Park Station

Griffith Park Station

Collins Avenue Environmental Impact Report of the Options

- Dated 6th Feb 2020 but supposedly issued Oct 26th 2022
- Why is it still in draft ?
- Resident groups were not notified of its existence
- Was it in the public domain ?
- A link to its location on Metrolink website was provided as late as Feb 7th
- This report is very preliminary in nature
- There is only diagrammatic detail on Option 1, other options are shown as green rectangles
- It looks like an environmental justification as to why Option 1 is the least impactful

Incomplete analysis:

- **Traffic and travel** (for example: interface with Bus Connects, road safety for pedestrians (esp vulnerable ones), and disruption to the roads during construction) is not a criterion in the analysis table at all.

- **Population** There is no mention in the Option 1 narrative of the sheltered accommodation right next to the station box

Or the needs of parents crossing from the church to the church schools twice or three times a day whilst negotiating both the Bus Connects arrangements, diverted traffic arrangements and the construction site.

Collins Avenue Environmental Impact Report of the Options

The only conclusion that can reasonably be drawn from the report is that Option 3 is a better location (on the environmental grounds considered) than any of the others considered

The views of the local population

- **Our Submission Item 11**
  Over 90% of residents voted for a station location in Albert College Park,
- **TII's response: "**Please refer to response 1 above"
- TII's response is dismissive of local opinions and concerns
- This vote was taken from residents in the area -approximately 200 houses
- In a church poll, over 900 respondents signed a petition opposed to the to build on church grounds
- OLV schools and OLV Church are strongly opposed

Other Residents Associations and Public Representatives in the area

- Hampstead Avenue and Griffith Avenue Residents Associations (GADRA) want a station in the Park
- 4 out of 4 of our local Public Representatives also support this.
- Of 20 submissions made all but 2 are strongly in favour of moving the station to the park.
- This represents the preference of several thousand stakeholders in the area.

To Conclude

The majority of stakeholders in the area are of the opinion that the preferred station location is totally unsuitable for the area

We believe the church station location is a mistake which will be completely detrimental to the quality of life for the vast majority of our local population for up to 10 years.

The ability of all the institutions to function effectively will be severely compromised. These may never fully recover post construction

Traffic chaos is guaranteed with this current proposed site location.

Are our concerns being heard ?

The opinion among all groups is **no**

Our suggestions and collective concerns have been dismissed from the outset

We have not been granted any meaningful engagement with TII

We were not even notified when the Collins Avenue Environmental Assessment Report Of Options document was published

This document was referenced in ABP's correspondence otherwise we would not have seen this

No consultation whatsoever was offered on the findings of this study

It would appear to be a box ticking exercise

Our appeal is simple:

We acknowledge the major pressure that TII are under to get this job done and why on face value the site is attractive from a construction perspective

But there is a considerable lack of empathy or understanding of the stress and destruction that this decision will cause on such a large cohort of people

We are therefore appealing to the Inspector to request that a revised solution be explored meaningfully by TII, that is not so totally detrimental to the area and one that we can all live with.

We are asking the Inspector to consider: