

Metrolink

Note on Nevinstown to R132 Link Road

Question raised by Inspector, 19th February

There is a Road Objective in the Fingal Development Plan 2023-2029, comprising the Southern arm of the Swords Outer Relief Road. The indicative alignment is identified as the dashed grey line within the highlighted area in Figure 1 below¹.

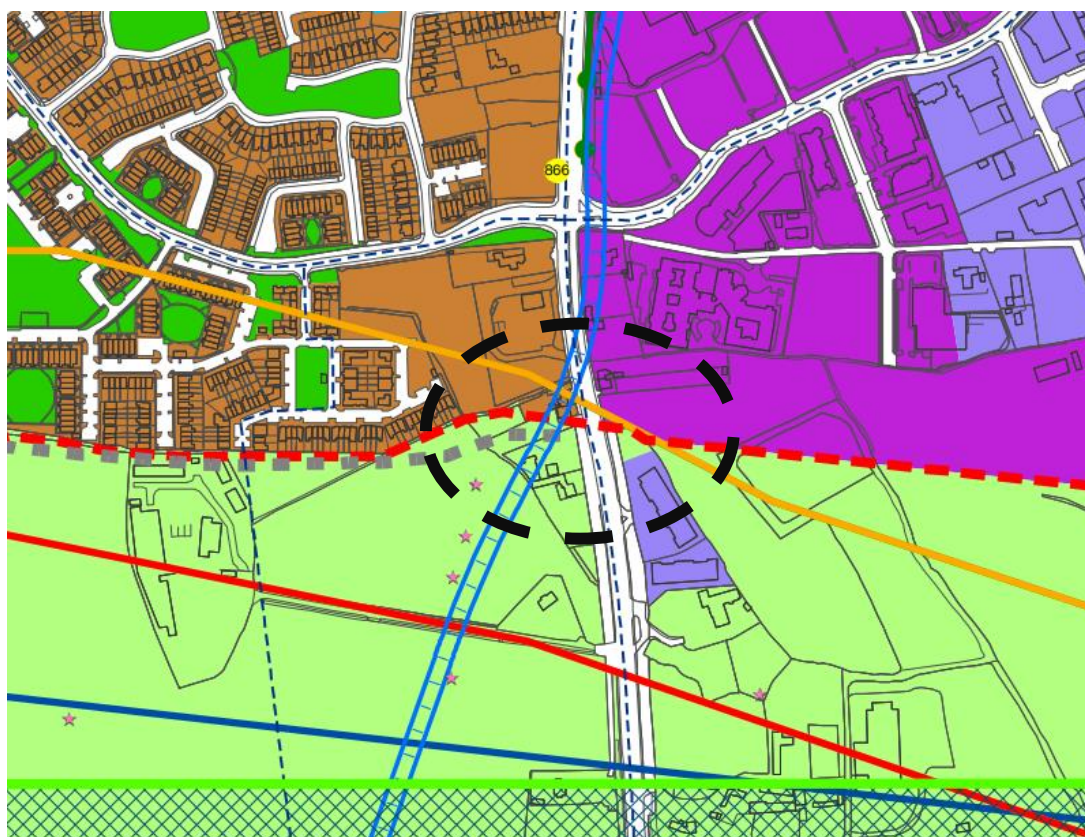


Figure 1 Extract from Zoning Map 8 of the Fingal Development Plan 2023-2029

This road objective is listed in Table 6.3 of the written statement, although no further detail is provided on it in the text. The road objective intersects with the Metrolink alignment close to the Metrolink / R132 crossing, south of Fosterstown.

The question raised by the Inspector is as follows:

Can this road objective be delivered with Metrolink in place or are we inconsistent with the objective?

¹ Figure 1 is an extract from Zoning Map 8 of the Fingal Development Plan 2023-2029.

The dashed black line highlights the area subject to the query, located south of Fosterstown, Swords.

The Metrolink alignment is identified as the north-south blue double line.

The road objective is the grey dashed east-west line along the south of the built-up area of the town.

The R132 is identified in white on a north-south alignment.

Executive Summary:

The Metrolink alignment can facilitate the proposed road objective due to the depth of the cut-and-cover and the ability for a road to connect to the R132. It is considered that the road objective is not impeded by the proposed Project.

Explanation why the road objective is not compromised by the proposed Project

- The Metrolink requirement for clearance is as follows:
 - Metrolink requires a minimum 5m headroom from Top of Rail and additionally requires a minimum slab of 800mm overhead.
 - At the identified crossing point, Metrolink is proposed to be in open cut with a depth of approximately 7.5m - 8m below ground level.
- Design criteria for a potential road are as follows:
 - Construction of the road infrastructure will require approximately 1.5-2.0m of depth, below road surface.
 - There is also scope to raise the vertical alignment of the road as it crosses the Metrolink alignment. This would achieve further clearance over the Metrolink cut and cover while still being capable of a tie-in to the R132 on the indicative alignment shown in the Fingal Development Plan 2023-2029.
- Progress of road objective
 - The road objective is a long-term road objective for the county.
 - It has not yet gone through a design or options selection process and has not commenced any consenting process.
 - Fingal County Council does not currently have a preferred alignment or tie-in point to the R132.
 - Therefore, there is flexibility in how this road can be delivered by Fingal County Council in the future.
- Ability to construct the road on its indicative alignment:
 - At the identified crossing point, Metrolink is in open cut with a depth of approximately 7.5m - 8m.
 - Therefore, the clearance available would allow construction of a road over the cut-and-cover at this point that can achieve a connection to the R132.
- Ability to construct the road on an alternative alignment:
 - As the alignment has not been finalised, there would also be scope to locate the road on an alternative alignment that could deliver a tie-in to the R132:
 - North of the indicative road alignment
 - One potential alignment would be to cross Metrolink over the proposed cut and cover section where Metrolink crosses the R132; or
 - Another alignment could connect to the R132 north of Metrolink without crossing any Metrolink infrastructure;

- Both of these options would be likely to affect the existing garage on the R132.
- Further south of the indicative road alignment
 - Such an approach would be likely to require a bridge over the Metrolink alignment, as the Metrolink alignment rises towards at-grade as it moves further south towards Dublin Airport.
- These options to the north and to the south could be facilitated, while meeting the design criteria discussed above.

Conclusion

- The Metrolink alignment can facilitate the proposed road objective due to the depth of the cut and cover at this location and the ability for the proposed road to provide a working connection to the R132. As a result, it is considered that this road objective is not impeded by the proposed Project.