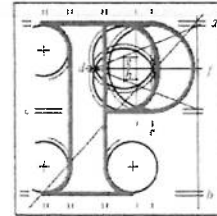


Our Case Number: ABP-314724-22



**An
Bord
Pleanála**

Jonathan Griffin and others
10 Hampstead Avenue
Glasnevin
Dublin 9

(Hampstead Residents CLG)

Date: 07 October 2024

Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]
Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to
Charlemont, Co. Dublin

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above mentioned case. The contents of your submission have been noted.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: www.pleanala.ie.

If you have any queries in relation to the matter please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Kevin McGettigan
Executive Officer
Direct Line: 01-8737263

RA03

Tel	Tel	(01) 858 8100
Glao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

From: Declan Campbell <declan.p.campbell@gmail.com>

Sent: Monday, October 7, 2024 9:16 AM

To: LAPS <laps@pleanala.ie>

Subject: Hampstead Residents, Submission to the Secondary Statutory Public Consultation on Metrolink

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Hi Kevin,

Declan Campbell here ...we just spoke on the phone this morning.

I attach the submission again, with Jonathan Griffin's name and address on the last page.

Hope this is all ok now..... Please call me on 0862481696 if any issues/ etc.

Thanks

Declan Campbell

1 Hampstead Avenue, Glasnevin, Dublin 9. (D09 P034)

From: Declan Campbell <declan.p.campbell@gmail.com>

Sent: Thursday, October 3, 2024 11:22 PM

To: LAPS <laps@pleanala.ie>

Subject: Hampstead Residents, Submission to the Secondary Statutory Public Consultation on Metrolink

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Dear Inspector

in respect to the secondary Statutory Public consultation on Metrolink application NA29N.314724... we attach our submission below:-

We have previously attended the ABP Oral Hearings on 21st Feb (Module 1), 12th March (Module 2), and then the concluding statements on 28th March. In relation to all these we submitted both written and oral submissions.

Could you please confirm (by return email) that we have made a valid submission to the process.?

Thank you

Declan Campbell (086-2481696)

Hampstead Avenue Residents

**Hampstead Avenue, Residents, Submission to the Second Statutory
Public Consultation on the proposed Metrolink project
NA29N.314724**

3rd October 2024

Hampstead Residents attended/presented in detail our submissions at the Metrolink oral hearings in the Gresham Hotel, D1, on 21st February 24, (Module 1), 12th March 24 (Module 2) and subsequently on the 28th March 24 (Concluding remarks).

We are appreciative now, for the opportunity to respond to the significant TII/NTA document drop which occurred on the very first day of the above mentioned hearings. We believe, much of this information was in the hands of TII/NTA for many months prior to the release date and we believe it was a cynical tactic by TII/NTA to have withheld these documents and only released them under duress and during the Oral Hearings.

While we welcomed the availability of the assigned Independent Tunnelling Expert (RINA), we found that their assistance was severely curtailed by the TII/NTA 'championed' Scope of Services (Metrolink Independent Engineering Expert Information FA Memorandum Date:11 December 2020) on the Metrolink website (services summarised in section 2.1)

It also appears to us that RINA were severely hamstrung in helping our residents understand the ramifications and implications in relation to the very significant 'document dump' by TII/NTA at the start of the oral hearings, ...and this is despite RINA being still 'employed' by TII/NTA!

During ALL three of our submission and presentations, we highlighted (and some we repeated, that were unanswered) several issues of concern for our residents and requested TII/NTA responses.

.....

TII/NTA still have not addressed the below question. This question we raised three times during the Oral hearings. This Q, was in relation to

the 'Consultation' that TII/NTA provided our residents in relation to the proposed vent shaft in Albert College Park.

1. We ask , that the Inspector, prior to progressing to RO stage, to immediately initiate a formal review on TII's Preferred route 'consultation' (2019), regarding the proposed 'Vent Shaft' in ACP and any alternatives to the shaft itself. -The objective, in our opinion, should be -reinstating our statutory right of affording us genuine consultation, in relation to the existence of a Vent Shaft and its alternatives.

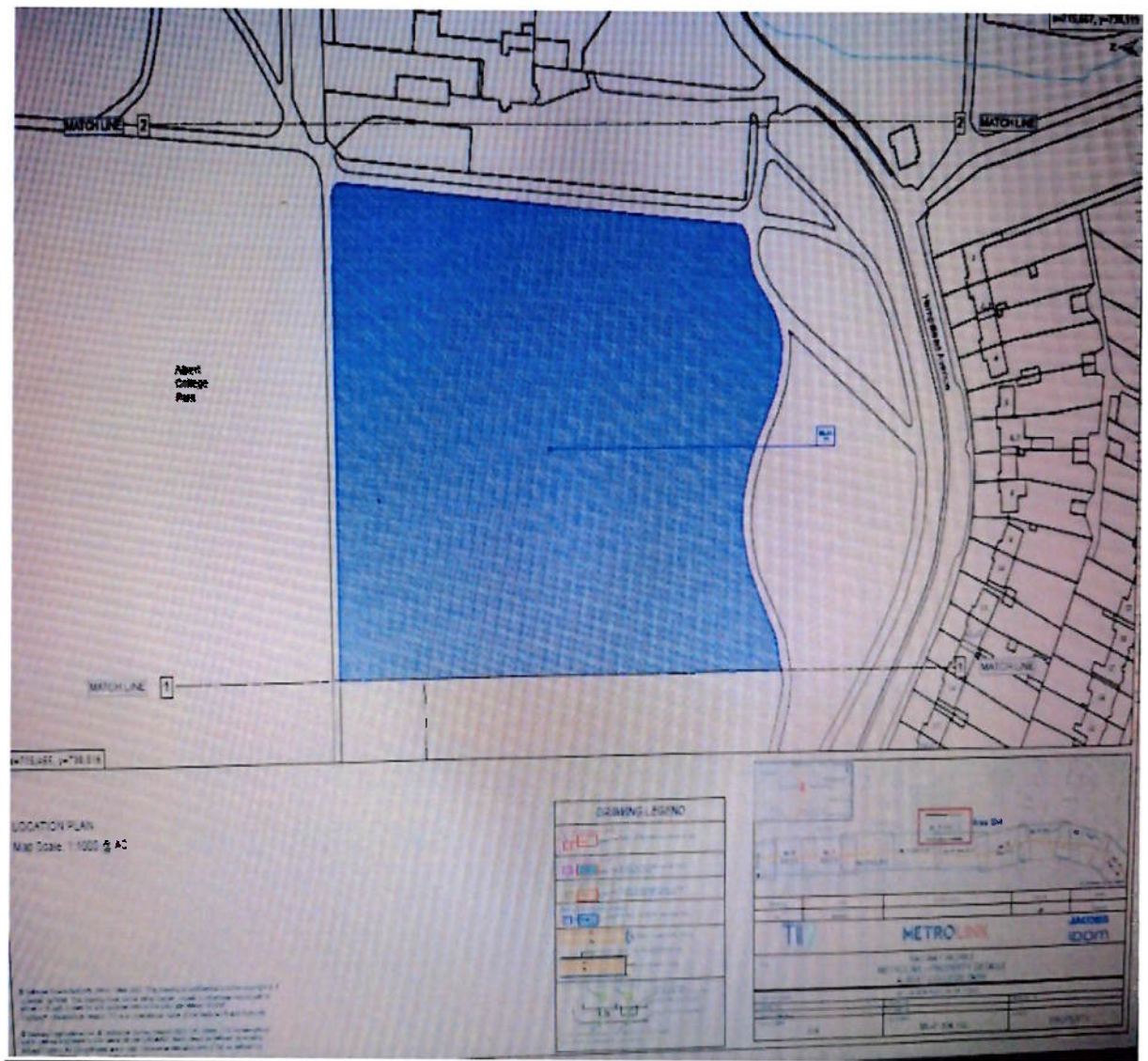
.....

We asked throughout the oral hearings that the use of the 'football field' area in Albert College Park is adequately defined (see 'blue area' in map directly below).

We also asked throughout the oral hearings that work/use of any proposed construction compound in Albert College Park is ONLY used for this compound itself, and not in support for any other Metrolink construction compound, tunnel area or otherwise.

TII/NTA now have eventually provided some extra detail in their formal letter (dated 20th Aug 24, TII/NTA Ref:- CAP_ ML_ L0340) that they sent to Hampstead Residents representatives:-

2. TII/NTA now confirm that the Albert College Park area outside of the main construction compound ('football field re-instatement area') will not be used for storage or a staging ground or any other temporary use, other than specifically football field re-alignment.
We ask the inspector to ensure this is included as a condition to granting a RO.



3. TII/NTA now confirms that the Metrolink construction compound in Albert College Park, will be used for activities only directly related to that facility that is proposed to be located in Albert College Park itself. We ask the inspector to ensure this is included as a condition to granting a RO.

.....

TII/NTA also sent us a 'written document' (via email attachment) on July 8 2024, as a response to the Hampstead Residents submission (module 1) that we made on 21 Feb 2024, at the B. P. Metrolink Oral hearings.

Item 12 (in the above 'July 8th ' TII/NTA document).

4. TII/NTA confirmed that No trees along the Hampstead Avenue boundary and in the blue areas in maps A and B below will be removed.
We ask the inspector to ensure this is included as a condition to granting a RO.

Map A



MapB



.....

In the TII/NTA formal letter (dated 20th Aug 24, TII/NTA Ref:- CAP_ ML_ L0340) that they sent to Hampstead Residents representatives:-

Under the section :- TII/NTA face to face with our residents association (GADRA) representatives.

TII state that they thought it was a meeting only with NTA and not TII. We find this astonishing as it was a clearly pre-arranged meeting in the NTA offices to meet with the TII Director Aidan Foley who did not show up, nor did any of the TII team! We emphasise that TII/NTA are well aware of our upset to this 'rebuffal'! TII/NTA have chosen NOT taken any action to readdress it and re-arrange another meeting with GADRA soon afterwards. Its unbelievable that Years have passed since!

Throughout the process our residents association were forced to attain Metrolink related information via the 'Freedom of Information' process, and engaging with the information commissioner.

5. We ask the inspector that as a condition to the RO, is included.. A professional and quality-tested (with inbuilt measurements and transparency) stakeholder engagement process is sourced and implemented.

.....

In Section 6 (in the above mentioned 'July 8th' TII/NTA document).

TII/NTA responds to (6.1) Noise breakout at night, (6.2) Dark and quiet site at night. (7.1) Deliveries to site at night, including concrete pours, Sprayed Concrete Lining s/b daytime only (intervention shaft), Night-time ground level activity fully attenuated, (7.2) fair community gain..etc.

In relation to the above risk factors, TII/NTA seems comfortable with mitigating any potential negative impacts to our local residents, by offloading the responsibility to the TII/NTA's appointed contractor/ liaison-who is supposed to work and engage enthusiastically with local communities.

However our residents already have had negative experience with TII/NTA appointed contractors.

TII/NTA recently contracted Causeway Geotech (contractor) to engage in bore hole work in Albert College Park. Prior to this work starting TII/NTA sent an electronic notice to our residents association (GADRA). Additionally the contractor did a leaflet drop to our residents homes on Hampstead Avenue. (NOT all homes on the avenue were even given this leaflet!)

All respective notices clearly stated that these works would cease at 6pm each evening (see below)!



**CAUSEWAY
GEOTECH**

HEAD OFFICE
Causeway Geotech Ltd
8 Drumsherry Road, Ballymossney
Co. Antrim, N. Ireland, BT53 7DL
NI: +44 (0)28 276 66640
Registered in Northern Ireland
Company Number: NI010766

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Co. Dublin, Ireland, K12 0H56
ROI: +353 (0)1 526 7445
Registered in Ireland
Company Number: 103789

www.causewaygeotech.com

METROLINK

22 August 2024

RE: METROLINK PRELIMINARY GROUND INVESTIGATION WORKS NOTIFICATION ALBERT COLLEGE PARK

Dear Resident,

This letter is to advise you in advance of essential development works for the design stage of the MetroLink project, Transport Infrastructure Ireland (TII) have engaged Causeway Geotech Ltd (Causeway) to carry out ground investigation works. MetroLink is the proposed high-frequency, metro line linking Swords, Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services, creating fully integrated public transport in the Greater Dublin area.

We are conducting ground investigation works to inform the design and development of the project. These works will comprise of site investigation works by way of drilling boreholes and associated support works, as per the enclosed drawing.

The purpose of these works is to provide essential additional information about soil, rock, groundwater conditions, and soil contamination conditions, which will inform the tender design and environmental considerations for the MetroLink project.

The proposed programme of works will include drilling and site investigation plant operating in the two areas as follows:

Start Date: Week commencing 2 September 2024

Working Hours: Working Hours: 08:00-18:00 Monday to Friday,

Duration: Approximately 2 weeks – one week per borehole

Location(s): ALBERT COLLEGE PARK

Monthly follow-on visits will also be required to record groundwater data in the boreholes. Follow-up visits will require pedestrian access only.

We anticipate there should be minimal impact outside of the sites, other than occasional elevated noise levels.

Vehicular and Pedestrian Access will be maintained to all homes throughout the works.

1



AGS

**BRITISH
DRILLING
ASSOCIATION**

However the experiences of our residents on Hampstead Avenue was sadly very different to the above leaflet:-

On the 17th September at 9pm approx, the contractor drove TWO noisy tracked machines (one a rig and another a water tank carrier) down the full length of Hampstead Avenue, to the junction with Ballymun road.

On the 17th September at approx 10pm the contractor loaded both these machines onto a large HGV, a 40ft lorry that was waiting (parked) at the junction of Hampstead Avenue and Ballymun road.

Additional to the above, the contractor chose to drive both these machines on a public road in the dark and without any lights (front or back) on both these vehicles! This in itself is a serious breach of road safety. (see attached picture).



We issued the above concerns/questions to TII/NTA and they bizarrely just responded that the reasoning was ...that there was an "electrical fault on a rig'. We pointed out their reply is irrelevant to our question, and we re requested a valid response, we copied our elected representatives on this.

We recently received the below (second) response ...

#####

Dear Declan,

Thank you for your further email on this matter. I would like to begin again by repeating the apology with which we began our earlier email. I am happy to share the details relating to this unusual incident with you.

The facts in detail are as follows. All **borehole works** in Albert College Park had ceased before 6pm on the evening of the 17th of September as the borehole was completed to the required depth. The MetroLink contractor for these borehole investigations, Causeway Geotech, did attempt to move the rig off site that evening. Unfortunately, during their attempt to do so the rig developed an electrical fault with the control panel and lost mobility. The site team then called for specialist technical assistance to get the rig mobilised again and removed from where it had broken down. The specialist team spent about two hours trying to get the rig moving again. The rig was then escorted to the low loader by a banksman placed in front and to the rear of the rig. The rig itself has rubber tracks for minimising damage to ground surfaces. A water tanker carrier that accompanies the rig was also removed from site. This is also on rubber tracks.

The contractor , Causeway, should not have attempted to remove the rig after 6pm. TII has raised this matter with the contractor's senior management and with their site team. They fully accept, as we do, that this was an error of judgement and should not have happened .Specific toolbox talks have taken place and specific procedures have been implemented around demobilising off site so that any such incident can be avoided in the future. In fairness to Causeway they have completed a significant part of the programme and there has been no other incident reported .

Please note that no road tax certificates are required for these machines. Appropriate insurances are in place for all these works and these vehicles are compliance certified. Signed trustworthy maintenance/inspection forms are in date, these documents are in accordance with the Safety, Health and Welfare at Work (General Application) Regulations 2007. Calibrated and in date SPT Hammer Energy Test Reports are in place, this report is in accordance with BSEN ISO 22476-3:2005. A LOLER (Lifting Operations and Lifting Equipment Regulations) report on the lifting equipment which complies with the requirements of the UK Lifting Operations and Lifting Equipment Regulations 1998 are also within the required periods for operations.

Again, we deeply apologise for any inconvenience caused to you and local residents by this incident.

Regards

MetroLink Communications Coordinator
Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin 8

#####

In relation to the 'facts' that TII/NTA outline in the above email...
Our residents visually witnessed NO banksman to the rear of both

these vehicles as they were being driven down Hampstead Avenue in the dark. To substantiate this statement, please refer to the photo we have included in this submission. We have several more photos of this vehicle (rig) and alsss the water carrier that concurs with this. (no banksman to the rear).

6. We are extremely worried with this behaviour by TII/NTA and their agents. We feel this is unprofessional and is further evidence of a cavalier attitude by TII/NTA. We feel it really does NOT bode well when/if, this complex and very intrusive Metrolink project officially starts, in our area. Due to the complexity and lengthy timeline of this project (many years) there surely will be numerous other potential transgressions!

We emphasise that sanctions must be put in place when a contractor or sub contractor does not abide by the published parameters of work. (in the above example its removing equipment, in a dangerous fashion, out of hours). A compensation/ penalty must be put in place so this can not or is unlikely to happen again.

We again ask the inspector to ensure that Metrolink sites are 'quiet and dark' at night.

SCL's MUST only occur during daytime hours in any potential intervention shaft building (as is normal in other European Metro sites!).

We ask that there is a residents charter set up, and the Department of Transport (not TII/NTA) is fully responsible for defining any future Scope of Work/ Terms of Reference for independent expert assistance or other experts, and our residents representatives have a valid involvement/input.

A sanctions programme must be set up to ensure contractor/sub contractor compliance to published/agreed parameters of work. Affected residents must be compensated for transgressions.

We ask that ALL these points above are included as conditions to granting a RO.

Jonathan Griffin and others, 10 Hampstead Avenue, Glasnevin, Dublin 9.