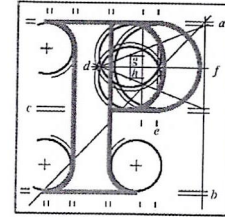


**Our Case Number:** ABP-314724-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Frances Maguire  
37 Clonmel Road  
Wadelai  
Glasnevin North  
Dublin 11

**Date:** 18 January 2023

**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 (including your fee of €50) in relation to the above-mentioned proposed Railway Order and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

Please be advised that copies of all submissions/observations received in relation to the application will be made available for public inspection at the offices of the relevant County Council(s) and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: [www.pleanala.ie](http://www.pleanala.ie).

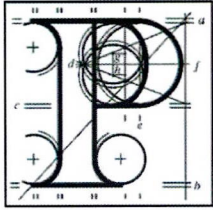
If you have any queries in the meantime, please contact the undersigned. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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



An  
Bord  
Pleanála

## Observation on a Strategic Infrastructure Development Application

### Observer's details

#### 1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

(a) Observer's  
name

Frances Maguire

(b) Observer's  
postal address

37 Clonmel Road, Wadelai, Glasnevin North  
Dublin 11

### Agent's details

#### 2. Agent's details (if applicable)

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Click or tap here to enter text.

(b) Agent's postal  
address

Click or tap here to enter text.

## Postal address for letters

3. During the process to decide the application, we will post information and items to you or to your agent. For this **current application**, who should we write to? (Please tick ✓ one box only)

**You (the observer) at the postal address in Part 1**

☒

**The agent at the postal address in Part 2**

☐

## Details about the proposed development

4. Please provide details about the **current application** you wish to make an observation.

- (a) **An Bord Pleanála case number for the current application (if available)**  
(for example: 300000)

314724

- (b) **Name or description of proposed development**

MetroLink – Collins Avenue

- (c) **Location of proposed development**

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

Collins Avenue Station, Ballymun Road, Glasnevin, Dublin 9

## Observation details

### 5. Grounds

Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below. There is **no word** limit as the box expands to fit what you write.

You can also insert photographs or images in this box. (See part 6 – Supporting materials for more information).

Your reference number: 314724

I wish to object to the proposed site in front of Our Lady of Victories Church (OLV) being used as a location for the Collins Avenue Station as I feel there is a better alternative site which would have the benefit of providing a modern transport link but with far less adverse impacts on the people living/working in the proposed area and the young children attending OLV schools. I fully accept the benefits of having a metro station but there is a need to properly evaluate the impact on the large number of people who would be affected if this location is used.

The main reasons for my objection are listed below:

1) The proposed site for Collins Avenue Station is unsuitable because its construction which may take 7-10 years when the enabling works are taken into consideration would have a devastating impact on the operation of the 3 schools who share an entrance which is within 100 metres of the construction site for the station. The combined total of children and teachers needing daily access to the schools is close to 700. These users will be in this location for an average 5 hours a day for students and longer for teachers and admin staff. This is roughly 3,500 daily hours of school occupation affected by construction at the proposed OLV site. There will be additional traffic and disruption from the construction workers coming into the area as well as the usual traffic and these effects will continue through out the school day, increased risk of traffic accidents, traffic diversions will be needed and removal of existing parking will all impact access to the school. Heavy lorries moving tons of earth coming and going throughout the day will lead to greater pollution which will have a negative

## 5. Grounds

effect on the children's health and wellbeing and the associated noise will further erode their quality of life. This is a health and safety matter and when this number is multiplied by the weeks and years of construction the final impact on their young lives is significant and this measurement of impact needs be taken into account.

2) Furthermore, when the parents who are obliged to drop off and collect such young children are factored into the equation, the number of affected people is well in excess of a 1,000. All of them will be adversely impacted on a daily basis. This is an unacceptable Impact, and that is only part of the problem.

3) Continuing on the subject of small children, I note RINA referred to a Creche located at the Junction of St Pappins Rd and Ballymun Road.

If this was influencing the fact that the building of a station in the northern end of Albert College Park was considered unsuitable, I feel a judicial review is called for. After all the creche is operating on the site of the old parochial house, a building which was purchased at public expense to facilitate the earlier Metro North plans which were later shelved. The original CPO was granted to take possession of the old presbytery in order to remove any impediments to the building of a station in this general area and any current temporary use should not be factored into the score ratings for impacts. Especially not to the disadvantage of those who have their family homes in the area.

4) The next issue is the Church users who will be adversely affected by building in this location. This parish is well established and caters for many weddings, funerals, holy communions and confirmations etc. for the local congregation throughout the year. Naturally the parishioners need access to the front of the building, nobody wants their deceased family members entering the church from a crowded car park instead of the nicely landscaped front gardens which have a special area to park hearses or wedding cars etc. The landscaped area was an integral part of the original design

## 5. Grounds

of the church grounds. Also, the current proposal would deny Brides the use of the church steps for their wedding photos. The church is a parish amenity supported by community funding and both its use and the enjoyment of its grounds should remain available to all the parishioners.

5) The Credit Union is another very important community facility, an integral part of community services and another stakeholder likely to be adversely affected by disruption and restricted access for its members if Metrolink is allowed to proceed at this site.

6) The proposal to build the Collins Avenue Station on the lands in front of Our Lady of Victories Church is much too close to the private homes located on the eastern side of Ballymun Road, there are approx. 8 family homes which would be subjected to intolerable disruption, that's in addition to numerous homes in Albert College Estate which would also be affected. The fact that the proposed development abuts the garden wall of number 158 Ballymun Road, a family home, is totally unacceptable. There would be far less private homes affected to the same extent, or with that level of proximity to the building site if the Collins Avenue Station was relocated to Albert College Park which could use the same design just a bit further down the road and I feel this should be considered.

7) Albert College Court provides accommodation for senior citizens/ incapacitated/vulnerable people. Occupancy of these units would be untenable during the construction phase. Given that we are in a housing crisis it makes no sense to build on the land at the front of OLV Church thereby removing much needed specialised housing units from use for the duration of the build.

9) There hasn't been any interaction with residents on Clonmel Road regarding the traffic impacts this project may have on them. Clonmel Road will need a traffic management plan. Currently many parents from the greater Wadelai area use the pedestrian lane way on the Eastern side of Clonmel Road as a link corridor to bring their

## 5. Grounds

children to OLV school. They avoid Glasnevin Avenue or Ballymun Road as these areas are very congested during the morning rush hour. These drop off trips bring additional traffic to the road and can cause congestion in the cul de sac on Clonmel Road. Blockages occur as you get cars coming down the road to drop off children, while those who have already completed their drop off are trying to do a u turn and leave the area. Those who have very young children add to the issue by having to find parking and walk the very junior pupils into the school before returning to their car. While the temporary extra traffic is inconvenient for some residents trying to go about their daily journeys it isn't a major problem at present. However, when Ballymun Road access is restricted and traffic lanes there are reduced, a lot more parents will have no choice but to divert to Clonmel Road, use of the pedestrian lane will increase significantly. Clonmel Road will be unable to deal with this additional influx of cars. The roads in Wadelai Estate were built in the 1940s when the levels of private car ownership was much lower and as a result the roads are quite narrow. Metrolink don't appear to have grasped this side effect of their proposal.

10) Most of the users of this station will be Students who attend DCU and who travel from all over the city. A far better location for the station would be further south along Ballymun Road in Albert College Park. This location is closer to the college entrance and would be more convenient for the students.

For all of the above reasons it is my view that the location of the proposed Collins Avenue Station is better suited to a linear site in Albert College Park adjacent to the Ballymun Road side where there is a lower density of family homes in the immediate vicinity. Statistically this alternative site has no private homes adjoining the Metrolink site and less private homes in close proximity, plus less school attendees who would be impacted compared to the proposed OLV site. Furthermore, the numbers affected if the OLV site proceeds is way in excess of the number of park users who would be inconvenienced. Park users have the option using another gate into the park and availing of

## 5. Grounds

the remaining recreational areas or taking a walk in other public park and using other recreational facilities. Unfortunately, for the local residents adjacent to OLV Church it is their home, some are paying big mortgages and do not have an option to move, likewise, parishioners, school children and their parents do not have any other options. Most park users only spend a short time visiting the park, whether going for a leisurely stroll, sports training or playing football matches, a couple of hours at most, whereas the residents on upper Ballymun Road (referred to previously) would be permanently subjected to the inconveniences associated with living beside a building site 24/7. Surely the considerable effects on them and their lives should supersede occasional visitors to the park.

## Supporting materials

6. If you wish, you can include supporting materials with your observation. Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

You can insert photographs and similar items in your observation details: grounds (part 5 of this form).

If your supporting materials are physical objects, you must send them together with your observation by post or deliver it in person to our office. You cannot use the online uploader facility.

## Fee

7. You **must** make sure that the correct fee is included with your observation.

### **Observers (except prescribed bodies)**

- strategic infrastructure observation is €50.
- there is no fee for an oral hearing request

## Oral hearing request

8. If you wish to [request the Board to hold an oral hearing](#), please tick the “Yes, I wish to request an oral hearing” box below.

You can find information on how to make this request on [our website](#) or by contacting us.

If you do not wish to request an oral hearing, please tick the “No, I do not wish to request an oral hearing” box.

Yes, I wish to request an oral hearing

☐

No, I do not wish to request an oral hearing

☐ N

## Final steps before you send us your observations

9. If you are sending us your observation using **the online uploader facility**, remember to save this document as a Microsoft word or PDF and title it with:

- the case number and your name, or
- the name and location of the development and your name.

This also applies to prescribed bodies sending an observation by email.

If you are sending your observation to us by post or delivering in person, remember to print off all the pages of this document and send it to us.

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**For Office Use Only**

<b>FEM – Received</b>		<b>SIDS – Processed</b>	
Initials		Initials	
Date		Date	

**Notes**