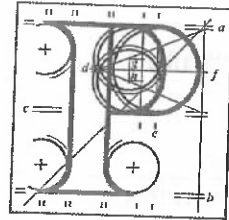


**Our Case Number:** ABP-314724-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Neasa Hourigan  
Leinster House  
Kildare Street  
Dublin 2

**Date:** 26 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.

**Teil**  
**Glaó Áitiúil**  
**Facs**  
**Láithreán Gréasáin**  
**Ríomhphost**

**Tel** (01) 858 8100  
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D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

Yours faithfully,

PP 8M

Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

Tell  
Glao Áitiúil  
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Neasa Hourigan TD  
Leinster House, Kildare Street  
Dublin 2

An Bord Pleanála,  
64 Marlborough Street,  
Dublin 1, D01 V902

16th January 2023



Re: 314724: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (Metrolink)

Dear Sir/Madam,

We wish to comment on the above railway order. We have included our observations below and submitted the required fee.

We are overwhelmingly supportive of the construction of the Metrolink project, it being one of the many public transport improvements the city needs.

Kind Regards,



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Neasa Hourigan TD, Dublin Central

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Cllr. Janet Horner, North Inner City

## Observations

### 1. Local area liaison committees

We note the observation of District 7 Community Alliance with respect to the establishment of a Local Area Liaison Committee for the area. This would build on the commitment in “3.3.1 External Communication with the Public and Key Stakeholders”<sup>1</sup>. We agree that the idea has merit. Given the scale of construction required and the potential for impacts on the local community a formal process for local community engagement along the line should be established. This would be preferable to any problems that may arise being directed through the various Local Authorities involved.

Any Local Area Liaison Committees would need to be adequately resourced including the provision of independent expert advice. Mechanisms should be put in place to ensure that the Independent expert advice is truly independent of the NTA.

### 2. Temporary land

Further clarity is required on the use of temporary land (e.g. Albert Park). While temporary land acquisition is undoubtedly required during the construction phase, more defined timelines on their use (start and end) would be appreciated. Many of the lands acquired are local green spaces. Given the length of the construction phase it is reasonable to ask that the use of the green spaces would be minimised.

### 3. Trees

Where mature trees absolutely need to be removed any replacements should also be mature trees (or as close as is practicable in horticultural terms). Some areas will experience disruption during the construction phase. It is not unreasonable to expect that, insofar as possible, any replacement trees would be as close as possible to preconstruction maturity.

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<sup>1</sup> Environmental Impact Assessment Report Volume 5 Appendix 5.1 - Outline Construction Environmental Management Plan

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## 4. Construction traffic and parking

One of the main impacts of the construction phase on local communities will be parking & traffic. While some traffic will be unavoidable, significant efforts need to be made by the construction firms to reduce the parking impact on local communities where parking is already at a premium. Targets should be included in any tender around the use of public transport, sustainable transport and the provision of company shuttle services to the various sites along the line.