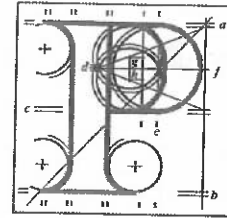


**Our Case Number:** ABP-314724-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Paul McAuliffe  
64 Main Street  
Finglas  
Dublin 11

**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	Tel	(01) 858 8100
Glao Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
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64 Marlborough Street  
Dublin 1  
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Yours faithfully,

PP EM

Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

Teil  
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To whom it may concern,

I would like to lodge the following submission in relation to the Metrolink project.

Overall, I am very supportive of the Metrolink project, which I believe will transform public transport in Dublin when eventually completed, none the less I have concerns over some aspects of the project which are highlighted below.

### **Statutory consultations for two projects at the same time**

The decision by the NTA to run the statutory planning consultation for both the Bus Connects Core Bus Corridor and Metrolink projects at the same time was unfair to residents, both projects overlap in a large part of my constituency namely, Northwood, Ballymun and Glasnevin. Both projects involved a fee of €50 and require very detailed analysis, which may deter residents from lodging submissions.

### **Ballymun station**

It is imperative that the proposed station on the old Ballymun Shopping Centre take into account proposals from Dublin City Council for the site.

### **Intervention shaft Albert College Park**

There is a lack of information on the proposed shaft in Albert College Park and its potential impact on the environs. There are no definite dimensions or detailed studies on the impact of noise, and residents have also questioned the consultation on this element of the project given it was only needed after changes to the nearby Griffith Park station which warranted a shaft. A hand drawn version of the shaft was provided to residents in 2019, just two days before the deadline on the preferred route. There was a very brief consultation on the shaft in 2020, but that again lacked detailed information.

### **Impact on schools and the OLV church on the Ballymun Road.**

As stated in the EAIR for option A (The preferred route) "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" As also indicated in the EAIR the noise assessment is majorly /highly negative scoring 1 (the highest). There are three primary schools, a church, two assisted living complexes as well as several hundred residential properties and family homes within 50 meters of the proposed construction site of the station.

If the RO is given the go ahead of this option and in order to alleviate some the issues raised above, Metrolink must have a detailed plan in conjunction with the Church, Schools and local resident's associations to lessen some of the impacts.

There will also be disruption to traffic along the R108 during construction. Access to the church and surrounding open space would be disrupted during construction, and there would be disruption with limited access to the schools. In the EAIR it states that "Vibrations may be felt at the Church at times. Suitable mitigation measures would be taken for the stained-glass windows of the adjacent church so that they don't get damaged due the vibration during construction. Construction dust has the potential to impact sensitive receptors in the vicinity of the site". I support residents view that houses in the immediate area of the proposed works on the Ballymun Road/Albert College may also require mitigation measures to deal with the dust and vibrations arising from the works.

I share the concerns of residents around the impact on traffic on the Ballymun Road. This section of Ballymun Road is an already heavily utilized area and is one of the busiest thoroughfares to and from Dublin City Centre. Under normal (pre-Covid) circumstances according to the TII traffic data website, an average of 15,000 cars daily uses the R108/Ballymun Road northbound to access the M50. It is also one of the busiest arterial routes to the city centre for southbound traffic travelling from the M50 and M1 motorways.

This is without the proposed changes stated in the Core Bus Corridor projects for the same area. The disruption caused by the construction will have a very negative impact on the surrounding area and daily commuters on all methods of transport, bus, car and bike. Clear sequencing must be put in place for both projects to ensure minimal disruption.

Albert College Residents will have no or restricted access to Ballymun Road. I would share the concerns of the Albert College, and Ballymun Road residents' association that should the station go ahead at the church site that a condition of the RO be that the parking for the school is built next to Ballymun Library and that the Albert College estate walkway for schools is not provided.

The Environmental Assessment Report of the Options for the Collins Avenue station being updated on the 17<sup>th</sup> of November 2022 was inconsiderate. Many residents group had already lodged their observations as it was released and updated only 8 days before observations closed.

Given all of the points made above and noting the submissions by GADRA , Albert College Residents Association & Ballymun Road North Residents and Hampstead Avenue Residents. I would support the moving of the Collins Avenue station to Albert College Park. Overall, this would mean less disruption for residents, traffic on the Ballymun Road, schools and OLV church.

This is backed up by the Environmental Assessment Report "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"

### **Impact of Core Bus Corridor projects**

There appears to be a lack of clarity around the works for the Metrolink and the Core Bus Corridor project, both projects involve significant disruption to the Ballymun Road area.

### **Access to Independent expert advice**

I support GADRA , Albert College Residents Association & Ballymun Road North Residents and Hampstead Avenue Residents belief that it is critical that independent expert advice is available to residents and stakeholders during the enabling works and the construction phase.

### **Points of contact during construction phase**

In the EIAR it states that "The Contractor will provide proactive community relations and will distribute information circulars informing people of the progress of works and any likely periods of significant noise and vibration. A designated noise liaison officer will be appointed to site during construction works. All noise complaints will be logged and followed up in a prompt fashion by the liaison officer." I would support calls for a TII/NTA point of contact be made available to residents also to deal with complaints and issues during construction.

### **Naming of stations**

The name Glasnevin station does not reflect the area it is in as Glasnevin covers a large geographical area, this may cause confusion. There are several reasons for this, Glasnevin Village itself is over a kilometre away from the proposed station. A more appropriate name might be Cross Guns or Prospect station, thus protection the heritage of the city.

### **Link to other Transport projects**

Given the expected extension of the Luas to Finglas in the coming years a future link between both projects would add greatly to the connectivity of the city. The distance between the proposed Luas stop at Charlestown and a Proposed Metrolink stop in Northwood is minimal.

I trust that all of the above points will be taken into consideration when deciding on this application.

Paul McAuliffe T.D

64 Main Street

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