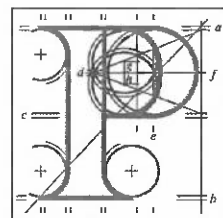


**Our Case Number:** ABP-314724-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Roisin Shortall  
Dail Eireann  
Leinster House  
Kildare Street  
Dublin 2

**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.

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

Yours faithfully,



Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

**Tell**  
**Glaó Áitiúil**  
**Facs**  
**Láithreán Gréasáin**  
**Ríomhphost**

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**ROISIN SHORTALL T.D.**

**314724: Metrolink Railway Order Submission  
16<sup>th</sup> January 2023**

From the outset, I must state that I am in favour of the MetroLink project. The North-West of Dublin has, for many years, been overlooked in the allocation of public transport resources. There have been a number of very disappointing false dawns relating to the Metro in the past and it is understandable that people in the area are sceptical that the project will be delivered. It is therefore essential the Government honours its commitment to the project. It is also essential that TII and the NTA work closely with the community to build a level of trust to provide clear and transparent responses to queries raised, respond speedily to problems when they arise and thereby seek to ensure local 'buy in'.

While I welcome the publishing of the Railway Order of the Metrolink, there are a number of issues and concerns over some aspects of the project in the Dublin North-West Constituency. I will outline these concerns and questions below.

**Consultation & Advice**

Concerns have been raised by Residents' Associations in the Dublin North-West constituency regarding poor consultation and engagement with TII directly, regarding the MetroLink. The Independent Experts, RINA, made themselves available to residents' groups and stakeholders but there was limited engagement with TII directly.

Several Residents Associations have noted the benefit of having access to the Independent Engineering Experts, RINA. RINA have met regularly with several Residents Associations and have discussed the plans for MetroLink Stations and works in their local areas. RINA were able to provide answers to many questions from Residents and they were also able to seek further information from TII regarding certain queries and then respond to residents. It should be a condition of the Railway Order to have the Independent Engineering Experts, RINA, retained and be made available throughout all the future phases of the MetroLink, including the enabling works construction phase.

Furthermore, it should be a condition of the Railway Order to create a Resident-Contact Position within TII to address concerns and provide updates throughout the construction of the MetroLink. There was such a position during the construction of the Dublin Port Tunnel, and this position provided information and reassurance to residents of any issues or concerns they had. A project of this scale will inevitably run into delays, problems and disturbance for the local community over the course of its lengthy construction. It is essential that residents have a "point of contact" person so that such issues can be addressed speedily and effectively. The contact details for this position should be available to local residents' groups and the person holding the position should be able to provide regular updates as well as trouble-shooting issues as they arise.

## **Monitoring**

It is important that environmental impacts during the MetroLink construction works are monitored and that residents are kept aware of these. Most notably, noise levels and vibrations, as well as air quality, must be recorded and monitored in residential areas during the construction of the MetroLink Railway. Other impacts must also be monitored such as traffic congestion and construction hours. This monitoring should be conducted by TII and reports made accessible for residents.

A particular concern raised by Hampstead Residents CLG is the baseline monitoring of noise and vibration in relation to Hampstead Avenue. They have queried the accuracy of the data presented as they state that the data is collected by sensors which are not on Hampstead Avenue but are further away and may not reflect the actual noise levels that Hampstead Avenue receives. This matter needs to be addressed to ensure accurate reporting in the future.

There must also be other impacts monitored that are specific to Albert College Park. Not addressed in the EIAR, is how rodent populations in Albert College Park will be managed in relation construction works. Over the last number of years, Dublin City Council have requested the HSE pest control team to install and manage numerous pest 'baiting points' in Albert College Park. The MetroLink construction works in Albert College Park will likely disturb rodents and cause them to migrate to other locations. This is a concern especially for residents living on Hampstead Avenue and close to Albert College Park and TII must address the issue and explain how they will monitor any movement or disturbance of rodents.

There should be a similar responsibility on TII to monitor and detail how run-off water, or disturbed underground water will be managed in Albert College Park, and also to detail how toxic fumes will be managed. This of key importance for those living on Hampstead Avenue as it is within 20 metres of the proposed Intervention Shaft

## **Rationale for Selection of Station Locations**

The proposed location of the Collins' Ave station and the associated Intervention Shaft in Albert College Park has caused concern among some residents in the Dublin North-West Constituency.

In the original Metro North project, there were plans for a Metro station to be placed in Albert College Park. In the current MetroLink Railway Order, the closest station to Albert College Park is the Collins Avenue station, necessitating an Intervention Shaft located in the southwest corner of the park. Some residents have been querying why the original location of the Metro station in Albert College Park was abandoned. What was the rationale for selecting Collins Avenue as the location for the Metro Station?

There is local concern that placement of the Metro Station on Collins Avenue, beside Our Ladies of Victory Church, is likely to pose a number of challenges. There are two primary schools located opposite the proposed location of the Collins Avenue Station: Our Lady of Victories Girls School and Our Lady of Victories Boys School. It is feared that the location of the station could pose safety concerns for children accessing the schools as well as

difficulty for parents dropping their children off at school as parking spaces will be reduced due to construction works. There is a high proportion of older residents in the constituency, most notably in the two senior citizen complexes in the Albert College estate. This accommodation is located right beside the proposed Collins Avenue Metro Station and these residents are concerned about noise and vibrations from the construction work and loss of parking spaces. The issues affecting these residents must be addressed and their concerns addressed.

There have been suggestions from residents to move the Collins Avenue Station to Albert College Park, as originally planned in the Metro North project. Given the requirement for an intervention shaft in Albert College Park, it is argued that it would be less disruptive overall to locate a station there rather than at the proposed Collins' Avenue location. TII should provide their reasoning for locating the station at Collins Avenue and if this is to go ahead, they must work closely with residents to address their concerns and minimise the negative impacts.

### **Albert College Park Intervention Shaft**

In the event that the Collins' Avenue station remains as part of the scheme, we are told that the Intervention Shaft is a necessary part of the project. Its function is to allow emergency services to access the underground system in an emergency situation and to provide a safe route for passengers to escape from the tunnel in the event of an emergency. However, regarding the current plans for the intervention shaft in Albert College Park, it appears that the scale of the structure need not be as large as required. The shaft footprint includes an emergency service parking area, but this could be accommodated outside of the park on the Ballymun Road.

Furthermore, the sections of the park that are being temporarily acquired under the Railway Order for the relining of the football pitches should only be for the duration of the relining works and not for period of the construction of the Intervention Shaft nor for the placement of spoil. It is imperative that both the community and local sports groups not lose access to these sports pitches for any longer than absolutely necessary.

I would appreciate if you could take the above points into consideration.

Kind regards,

Róisín Shortall

Dáil Éireann,

Leinster House,

Kildare Street,

Dublin 2