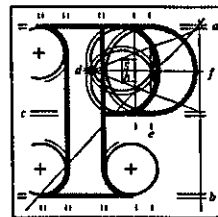


Our Case Number: ABP-314724-22

Planning Authority Reference Number:

Your Reference: Shandon Mill Owners Management
Company CLG



**An
Bord
Pleanála**

O Malley Associates
67 Pembroke Road
Ballsbridge
Dublin 4

Date: 01 December 2022

Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]
Motrolink. 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 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.

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

RA05 (No Receipt to Issue)

Tel	Tel	(01) 858 8100
Glao Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Lálthreán 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



O'MALLEY
Associates

Chartered Project Management Surveyors Construction Consultants
Conservation Project Management Dispute Resolution Arbitration Mediation
67 Pembroke Road, Ballsbridge, Dublin 4 • Tel. No. (01) 6602198 • email: admin@consultoma.com

By Hand

The Secretary
An Bord Pleanála
64 Marlborough Street
Dublin 1

AN BORD PLEANÁLA
LDG- _____
ABP- _____
22 NOV 2022
Fee: € _____ Type: _____
Time: 12:45 By: *Land*

21 November 2022

Re: Transport Infrastructure Ireland (TII) application to An Bord Pleanála for the Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order {2022}.

Our Client (an affected owner /person whose lands may be acquired under the draft Railway Order):
Shandon Mill Owners' Management Company CLG (the OMC)

Property: development known as Shandon Mill, Phibsborough, Dublin 7

Re: proposed "Temporary possession" of parts of Shandon Mill Development.

Submission

A Chara,

Our Client, **Shandon Mill Owners Management Company CLG** c/o RF Property Management Ulysses House 23/24 Foley Street Dublin 1; **as one of the affected "Owners or Reputed Owners and Occupiers"** was served with a letter from TII dated 20 September 2022 and relevant documents. We have read the letter and examined the accompanying documents attached thereto and in particular the copy of the draft Railway Order. We have also reviewed the more extensive documentation that we understand was submitted by TII to ABP (available for inspection at www.metrolinkro.ie the dedicated Railway Order website).

1. An Bord Pleanála is the competent authority responsible for making the decision whether or not to grant the order and "The Railway Order may be approved and made subject to such conditions, modifications, restrictions and requirements (and on such other terms) as An Bord Pleanála thinks proper and specifies in the order"
2. We note that An Bord Pleanála will consider any submissions by any persons, made in writing from 7th October 2022 to 5.30pm on 25th November 2022 and accompanied by a fee of €50 in relation to the draft Railway Order, or in relation to the likely effects on the environment and the likely significant effects in the area concerned with European Sites if any, of the proposed railway works. This fee is not payable by certain prescribed bodies or by persons whose lands may be acquired under the draft Railway Order – our Client is such a person.
3. Our Client is the owners management company for the above private cul-de-sac type development of 51 dwellings (duplexes and apartments) constructed in the early 1990s. It is also the registered owner "whose lands may be acquired".



4. Accordingly on behalf of our Client we wish to make this submission that includes the following observations on the above application:
 - a. In summary identify the land parcels for which temporary possession is sought.
 - b. Reasons why the proposed temporary route through Shandon Mill is unsuitable.
 - c. More suitable routes to provide temporary access to /from Coke Oven Cottages.
 - d. Reasons why it is not reasonable to grant the order in respect of the temporary acquisition of the above lands.
 - e. Conditions that ABP should impose in the event that they decide to grant the order sought to include the temporary acquisition of our client's lands.
5. This submission is focused on /addresses the avoidable more particular /unique issues that would have direct adverse impact on Shandon Mill and not the more general unavoidable construction related inconvenience disturbance and disruption that will arise from the necessary construction works along the MetroLink route.
6. The issue of particular relevance /unique to Shandon Mill is the proposed "Enabling Works" for the construction of the Glasnevin Station requiring a temporary (3-5year) alternative access /egress route for the residents of the four Coke Oven Cottages due to the proposed construction works severing the sole existing vehicular route along Royal Canal Way.

The documents reviewed state /indicate:

7. Construction works associated with the Glasnevin Station will require the 3 to 5 year temporary closure of the canal and tow-paths that provide access /egress to four dwellings known as Coke Oven Cottages located approximately 800 metres down Royal Canal Way (the northern tow path /public road /laneway) west of the junction at Prospect Road /Cross Guns Bridge /Phibsborough Road.
8. Draft Railway Order: Part 3: Article 23: Temporary possession of land

"23 Temporary possession of land

- 1) *Subject to the Principal Act, TII may enter upon, occupy and take temporary possession of the land shown in the plans and specified in the Fourth Schedule or any part of that land, for the purpose of carrying out the authorised works."*

Book of Reference: First Schedule:

Works No. Area Description RO Plan No. Drawing No.

402 304 Construct a temporary bridge over the Royal Canal adjacent to existing lock to maintain access during construction. ML-RO 304 5-6 ML1-JA1-ARD-ROUT_XX-DR-Y-03078.

Book of Reference: Fourth Schedule:

Land of which temporary possession may be taken

Fourth Schedule or any part of that land, for the purpose of carrying out the authorised works."

Fourth Schedule: Land of which temporary possession may be taken, identifies:

Ref. No: ML45-T6: Car park/lands (parts of); quantity 135 sq. metres; Shandon Mill Complex

Ref. No: ML45-T7: Car park/roadway (parts of); quantity 3 sq. metres; Entrance Road to Shandon Mill Complex

Ref. No: ML45-T8: Car park/lands (parts of); quantity 3 sq. metres; Shandon Mill Complex.

9. Observations:

- a. Shandon Mill is only expressly referenced in the Fourth Schedule (for acquisition) and on the relevant maps, plans and drawings. It is not referenced by name in the Order, remainder of the schedules or in the other supporting documents. It is totally disregarded in the ENVIRONMENTAL IMPACT ASSESSMENT REPORT. Notwithstanding this it is implicit that Shandon Mill is intended to be a temporary alternative access /detour route for the four Coke Oven Cottages and adjacent Royal Canal Way.
- b. The Fourth Schedule identifies three parcels of land at Shandon Mill in the ownership of the OMC as being required for part of the "Temporary Site" associated with the construction of the Glasnevin Station, i.e.
 - i. ML45-T6, being /comprising:
 1. part of the Private External Common Area at Shandon Mill. and is not "public open space".
 2. 3nr private car parking spaces (nos 1, 2 and Visitor).
 3. waste bin store.
 4. high masonry boundary walls.
 5. circulation area to provide access to /from unit no 1, the bin store and the parking spaces.
 - ii. ML45-T7 and ML45-T8, being /comprising the sole entrance gateway and brick piers adjacent to the forecourt /circulation area referred to above.
 - iii. These parcels of land are ($135 + 3 + 3 = 141$ sq. metres).
 - iv. The applicant cannot expect to be given exclusive temporary possession of the above parcels of land at any time as they are the sole means of access /egress for the residents and users of Shandon Mill.
 - v. Illustrated on the Property map /plan at Appendix G and photograph at Appendix D.
- c. The above are part of External Common Area at Shandon Mill owned by the OMC. They are in constant use by the Shandon Mill residents as follows:
 - i. entrance gateway is the sole entrance /exit from the development
 - ii. 3nr private car parking spaces and waste bin store and
 - iii. circulation area to provide access to /from unit nos 1 to 4 and the Bin Store.
 - iv. access and circulation area required for access /egress to /from the 51 dwellings and car parking spaces.

- d. The Property map (Appendix G) also identifies parcels ML45-T4 and ML45-T5 on the adjacent SHD site that the applicant implies could facilitate three car spaces and a bin store if necessary on a temporary basis.
10. The MetroLink Planning Report reviewed¹ state /indicate the applicant considers that a requirement arises by the necessity for them to provide a temporary route "Detour route" and appears to propose to construct
 - a. *"a temporary bridge crossing of the Royal Canal via Shandon Park and Coke Oven Cottages for local access to residents."*
And *"the temporary closure"* of that section *"of the canal and tow-paths."*
 - b. This temporary bridge will be accessed via a proposed route passing through the "public open space" of the SHD Cross Guns' Bridge development. While it is not expressly stated the "exit" from there on to Shandon Park is planned to be via part of Shandon Mill (see Appendix D photograph marked up by OMA reflecting the drawings submitted as part of the MetroLink RO application).
11. It is clear that these proposed "Enabling Works" for the construction of the Glasnevin Station will have a direct and severe impact solely on Shandon Mill .
12. Reasons why the temporary detour route through Shandon Mill is unsuitable
 - Construction issues:
 - a. A private cul-de-sac type development of 51 dwellings (duplexes and apartments) constructed in the early 1990s with a single point of access /egress to the public road Shandon Park.
 - b. Pavement constructed circa early 1990 as a car park not a road carriageway.
 - c. Existing pavements and underground services probably not capable of supporting construction traffic associated with the construction and later removal of the temporary works, nor the temporary traffic to the cottages.
 - d. Inadequate turning space and inadequate line of sight for proposed new traffic route. There is a significant difference between three cars occasionally manoeuvring in and out of 3 nr car spaces versus traffic coming in from the Canal Path at a higher speed.
 - e. Removal of a secure boundary wall.

¹ MetroLink Planning Report: page 130, 132 – 133 extract at Appendix E.

- f. Shandon Mill is a private residential development where the proposal would unduly interfere with the residents established quiet use and enjoyment of their homes, whereas most of the alternative routes would not interfere with any existing residential use and amenities.

Safety issues:

- g. The parcels of land sought are the sole means of access /egress for the residents and users of Shandon Mill. If the order is granted then it will not be possible for the applicant to have sole possession, access /control; it would be a joint possession, access /control. Such an arrangement could be totally unmanageable and inherently hazardous /dangerous.
- h. Creation of a thru road to /from the temporary Canal bridge.
- i. Refuse lorries, oil /other delivery trucks ready-mix concrete lorries emergency service vehicles would be unable to safely drive manoeuvre along the intended route.
- j. Frequent pedestrian access by residents across this area is necessary to gain access to the entrance gateway, forecourt, Bin Store, apartment no 1 and to the 3nr car spaces.
- k. Road safety, pedestrian safety, resident safety. Increasing the risk of personal injuries that would be otherwise avoidable.
- l. All pedestrians (including cyclists) would have to exit /enter crossing the temporary vehicular traffic route.
- m. Insufficient space to provide segregation of vehicles from cyclists and pedestrians.
- n. All pedestrians accessing the entrance gateway /bin store require a safe means of access however it would not be possible to provide it. Too much congestion. Inadequate turning space/ turning area. Inadequate observation /line of sight distances.
- o. Adverse security /crime issues /problems if existing pedestrian, scooter and cycling users of Canal tow paths are given access into this private development.

13. Reasons to refuse the temporary acquisition of the parcel for the intended purpose of providing temporary access to /from Coke Oven Cottages

- a. The avoidance of the probable outcomes in relation to the above issues.
- b. To eliminate the need for any work or access through the Shandon Mill development.
- c. For the protection of the residents entitlement to the peaceful use and enjoyment of their homes and the avoidance of creating an unacceptable nuisance, including the preservation and protection of the amenities.
- d. The proposed indirect route through Shandon Mill is not suitable. A more direct route would be better for emergency services, deliveries etc.
- e. Safer routes can be constructed along the south bank of the canal if necessary partly cantilevered over the canal to provide direct access for motor vehicles, cyclists and pedestrians.
- f. There is no provision in the ENVIRONMENTAL IMPACT ASSESSMENT REPORT for such works and accordingly they should be refused and the Applicant restricted to using the southern canal tow path as per the ENVIRONMENTAL IMPACT ASSESSMENT REPORT page 100.
- g. As the alternative routes largely appear to be over public land then no private residential land should be required or affected by this.

14. More suitable alternative routes to provide temporary access to /from Coke Oven Cottages

These are marked on images in Appendix C.

- a. AR 1: Cross the Royal Canal (nearer to the Cottages) with a temporary bridge and temporary road exiting directly on to Shandon Gardens /Shandon Park (public roads).
- b. AR 2: Construct a temporary route from the existing Royal Canal Way comprising temporary bridges over the existing Irish Rail track lines (GSRW and MGWR) and temporary roadways around the northern periphery of the Station Site passing through the car parks and exiting on to Prospect Road and or Dalcassian Downs to the Finglas Road.
- c. AR 3: Cross the Royal Canal with a temporary bridge as proposed but to then turn East and proceed along the existing Southern bank of the Royal Canal exiting on to the Phibsborough Road. Where the existing tow path width may be insufficient it can be widened on the canal side by constructing a temporary cantilevered platform and /or widened on the Cross Guns SHD Site (113 Phibsborough Road) side by the temporary removal of the existing boundary wall /fencing and extending into the adjacent apron /former railway siding that is parallel to the Canal.

- d. AR 4: Cross Royal Canal with a temporary bridge as proposed in to the SHD Site but exit south of the Shandon Mill Bin Store through the adjacent very large side garden of 43 Shandon Road² on to the laneway south of the Entrance to Shandon Mill leading to Shandon Park.

Concluding remarks

15. For the avoidance of any doubt our client is against anything that will interfere with /restrict the current access /egress of its property and likewise the peaceful quiet enjoyment of the property by its residents and its lawful users.
16. We note that "The Railway Order may be approved and made subject to such conditions, modifications, restrictions and requirements (and on such other terms) as An Bord Pleanála thinks proper and specifies in the order".
17. For all of the foregoing reasons and in the context of the avoidance of the creation of a potentially un-abatable nuisance and for the protection of the residents entitlement to the peaceful use and enjoyment of their homes, including the preservation and protection of the amenities we would respectfully request An Bord Pleanála to refuse /modify the order sought for this part of the application, i.e.

The Applicant shall not take temporary possession of, or the use of any part of Shandon Mill.

*Book of Reference: Fourth Schedule:
Land of which temporary possession may be taken
Fourth Schedule or any part of that land, for the purpose of carrying out the authorised works."*

Fourth Schedule: Land of which temporary possession may be taken, identifies:

~~DELETE~~: Ref. No: ML45-T6: Car park/lands (parts of); quantity 135 sq. metres;
Shandon Mill Complex

~~DELETE~~: Ref. No: ML45-T7: Car park/roadway (parts of); quantity 3 sq. metres;
Entrance Road to Shandon Mill Complex

~~DELETE~~: Ref. No: ML45-T8: Car park/lands (parts of); quantity 3 sq. metres;
Shandon Mill Complex.

Reason: The temporary use of parts of the Shandon Mill residential development would not be appropriate and should not be necessary as there are other more appropriate routes that will not interfere with the existing residential use. There are more appropriate alternative routes available that do not pass through Shandon Mill and will not require the acquisition of any part of the Shandon Mill development.

² This piece of ground appears to be a large rear/side garden belonging to number 43 Shandon Road for which planning applications for 2nr houses were refused by ABP.



18. Alternatively, in the event that An Bord Pleanála when granting the Railway Order, decide to grant the Order permitting the proposed temporary acquisition /use of Shandon Mill, then as a contingency without prejudice to the foregoing submission, we request that restrictions /conditions are imposed on the applicant so as to minimise /mitigate the effect /impact of the important issues identified in this submission. And importantly to reflect the fact that such temporary acquisition /use must be non-exclusive as the OMC must continue to use those lands for access egress and the day-to-day operation of the development. Suggested restrictions /conditions are listed in Appendix B to this report.

In the event that the applicant, any other party, make submissions in response to this submission then I would request that same be furnished to us and that we /our client is given an opportunity to consider and respond to same prior to a final decision by An Bord Pleanála.

Arrangements for access to the property can be made by contacting me on 087 2556732.

Yours sincerely,

Martin O'Malley

For Consult OMA Limited

t/a O'MALLEY Associates

Encls.

Statutory fee payment – not applicable for property owners affected by the Application.

Appendix A: Letter of authorisation.

Appendix B: Suggested Conditions.

Appendix C: Alternative Routes.

Appendix D: Photographs of Shandon Mill.

Appendix E: Extracts from MetroLink Planning Report.

Appendix F: Extracts from MetroLink Environmental Impact Assessment Report.

Appendix G: Map of parcels to be acquired.



21 November 2022

page 9

Appendix A:
Letter of authorisation

Letter of authorisation

From:

Shandon Mill Owners Management Company CLG
c/o RF Property Management Ulysses House 23/24 Foley Street Dublin 1

To:

The Secretary
An Bord Pleanála
64 Marlborough Street
Dublin 1

21 November 2022

Re: Transport Infrastructure Ireland (TII) application to An Bord Pleanála for the Railway (MetroLink-
Estuary to Charlemont via Dublin Airport) Order {2022}.

Our Property: Development known as Shandon Mill, Phibsborough, Dublin 7

Re: proposed construction of Metrolink by TII
Railway Order Application in relation to access to /use of parts of Shandon Mill Apartment
Development.

Dear Sirs,

We refer to Transport Infrastructure Ireland's letter dated 20/9/2022 and the above application.

We are the owner of the above property and we authorise you to communicate with /discuss any details associated with the above with Martin O'Malley of O'Malley Associates, Chartered Surveyors at 67 Pembroke Road, Dublin 4 (martin@consultoma.com).

For the avoidance of any doubt we are against anything that will interfere with /restrict the current access /egress of our property and likewise interfere with the peaceful quiet enjoyment of the property by its residents and its lawful users.

Yours faithfully,

 For and on behalf of
Brendan McDonnell & Associates Ltd.
t/a RF Property Management
For Shandon Mill Owners Management Company CLG

Appendix B:
Suggested Conditions

Suggested restrictions /conditions to minimise /mitigate the effect /impact of the important issues identified in this submission on the residents of Shandon Mill.

Issues that need to be addressed by way of “conditions” that can be imposed by ABP when granting the Railway Order, if they decide to grant the RO permitting the proposed temporary use of Shandon Mill.

The Applicant shall ensure:

1. The temporary route to /through Shandon Mill is designed, constructed, maintained and managed to the highest standards and to ensure that cars, waste collection lorries, oil /other delivery trucks concrete ready-mix lorries, emergency service vehicles can all safely drive and manoeuvre along the route and do so without causing any damage to the pavements and underground services at Shandon Mill.
2. Prior to commencement of any works that it obtains the written agreement of the land owner for the following:
 - i. The position of three number alternative car parking spaces to be provided on the adjacent site.
 - ii. All temporary works on and or adjacent to the acquired land of Shandon Mill.or in default of agreement, shall be referred to the Board for determination.
3. Dublin City Council working hours working day restrictions apply, i.e.

Works on the acquired lands of Shandon Mill are carried out between 0700 and 1800 hours Monday to Friday only, and between 0800 and 1400 hours on Saturdays only.
No works shall be carried out on Sundays or public holidays.
4. Dublin City Council’s Air Quality Monitoring and Noise Control Unit’s “Good Practice Guide for Construction and Demolition” requirements and guidance for “High risk sites” is complied with.
5. No construction traffic is permitted other than what is necessary to construct, maintain and later reinstate the temporary road etc; enters upon or uses the acquired lands of Shandon Mill.
6. All necessary precautions are taken to avoid causing any damage or interference with flow in existing drains and shall ensure that debris, silt, mud, grease, concrete, concrete wash, oil etc. does not enter the drains.
7. All necessary precautions are taken to avoid vehicles exiting the site depositing mud or debris on the pavements of Shandon Mill; and to immediately sweep up, remove and cleanse all deposits or spillages.
8. That all necessary measures are implemented and maintained to prevent unauthorised access to the temporary bridge and the temporary route from Canal tow path into Shandon Mill. To include (but not limited to) electronic gates with zipper controls, and 24 /7 /365 Static security persons to be employed to monitor /regulate access and use of entire temporary route.

9. Segregation of vehicles from cyclists and pedestrians within the acquired lands of Shandon Mill.
10. All pedestrians, scooters and cyclists to be directed along the canal bank tow path walkway which shall be upgraded as required by the applicant.
11. Access to the acquired lands of Shandon Mill is restricted to the owners and occupiers of Coke Oven Cottages and the emergency services using vehicular traffic only.
12. Adequate lighting, electronic access control, secure gates and CCTV monitoring of entire temporary route to be provided and maintained as part of the temporary works.
13. A new Bin Store is constructed in a safer location with a segregated pedestrian route to it or that the existing is altered and or reconstructed to facilitate this.
14. The Kayak Hut is relocated prior to opening of the temporary bridge temporary access route for use and that the hut /club does not return until after the temporary access route has been removed or for the period of closure of the north Canal tow path.
15. During the period of Temporary Possession (non-exclusive) the Applicant shall be responsible for the cost of all cleaning, lighting, repairing and maintaining of the lands taken /used and also the OMC's adjoining lands within fifty metres.
16. That the land owner Shandon Mill Owners Management Company CLG is indemnified and reimbursed for all and any additional costs or operating expenses and the like arising as a consequence directly or indirectly from the acquisition use and occupation of the lands by the Applicant.
17. Prior to commencement of any works the applicant lodges with the land owner a cash deposit in the amount of €250,000 to secure the satisfactory reinstatement of the land owner's lands (to include all walls, buildings, structures, pavements services and the like), coupled with an agreement empowering the land owner to apply such security or part thereof to the satisfactory completion of any part of the reinstatement.

Appendix C:
Alternative Routes

19. More suitable **alternative routes** to provide temporary access to /from Coke Oven Cottages

These are marked on images in Appendix C.

- a. AR 1: Cross the Royal Canal (nearer to the Cottages) with a temporary bridge and temporary road exiting directly on to Shandon Gardens /Shandon Park (public roads).
- b. AR 2: Construct a temporary route from the existing Royal Canal Way comprising temporary bridges over the existing Irish Rail track lines (GSRW and MGWR) and temporary roadways around the northern periphery of the Station Site passing through the car parks and exiting on to Prospect Road and or Dalcassian Downs to the Finglas Road.
- c. AR 3: Cross the Royal Canal with a temporary bridge as proposed but to then turn East and proceed along the existing Southern bank of the Royal Canal exiting on to the Phibsborough Road. Where the existing tow path width may be insufficient it can be widened on the canal side by constructing a temporary cantilevered platform and /or widened on the Cross Guns SHD Site (113 Phibsborough Road) side by the temporary removal of the existing boundary wall /fencing and extending into the adjacent apron /former railway siding that is parallel to the Canal.
- d. AR 4: Cross Royal Canal with a temporary bridge as proposed in to the SHD Site but exit south of the Shandon Mill Bin Store through the adjacent very large side garden of 43 Shandon Road³ on to the laneway south of the Entrance to Shandon Mill leading to Shandon Park.

³ This piece of ground appears to be a large rear/side garden belonging to number 43 Shandon Road for which planning applications for 2nr houses were refused by ABP.

Appendix C: Alternative Routes



Images from Apple Maps ©2022

 Route Proposed by TII



Appendix C: Alternative Routes



Images from Apple Maps ©2022

 Route Proposed by TII



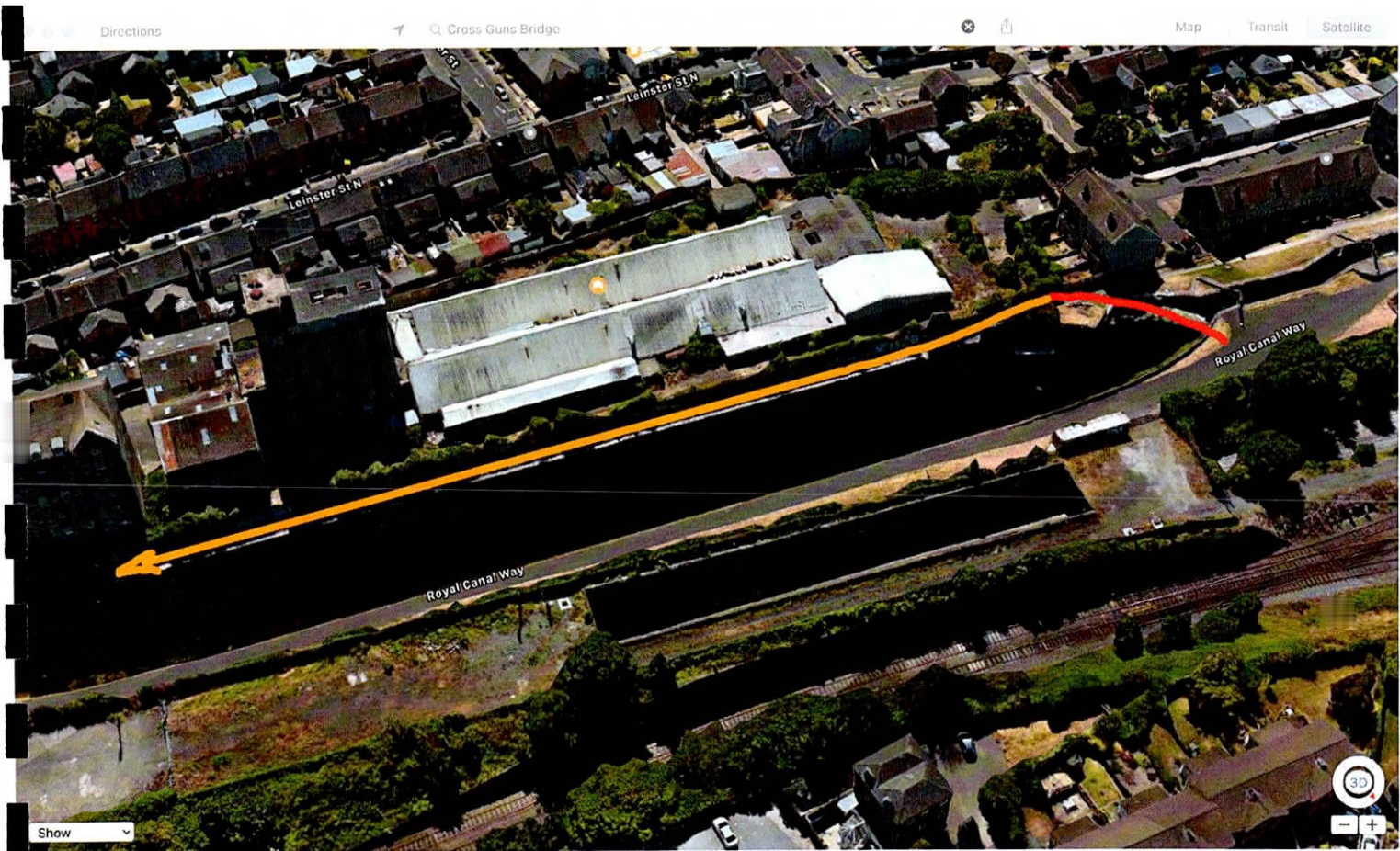
Appendix C: Alternative Routes



Images from Apple Maps ©2022

 AR 2: Alternative Route

Appendix C: Alternative Routes

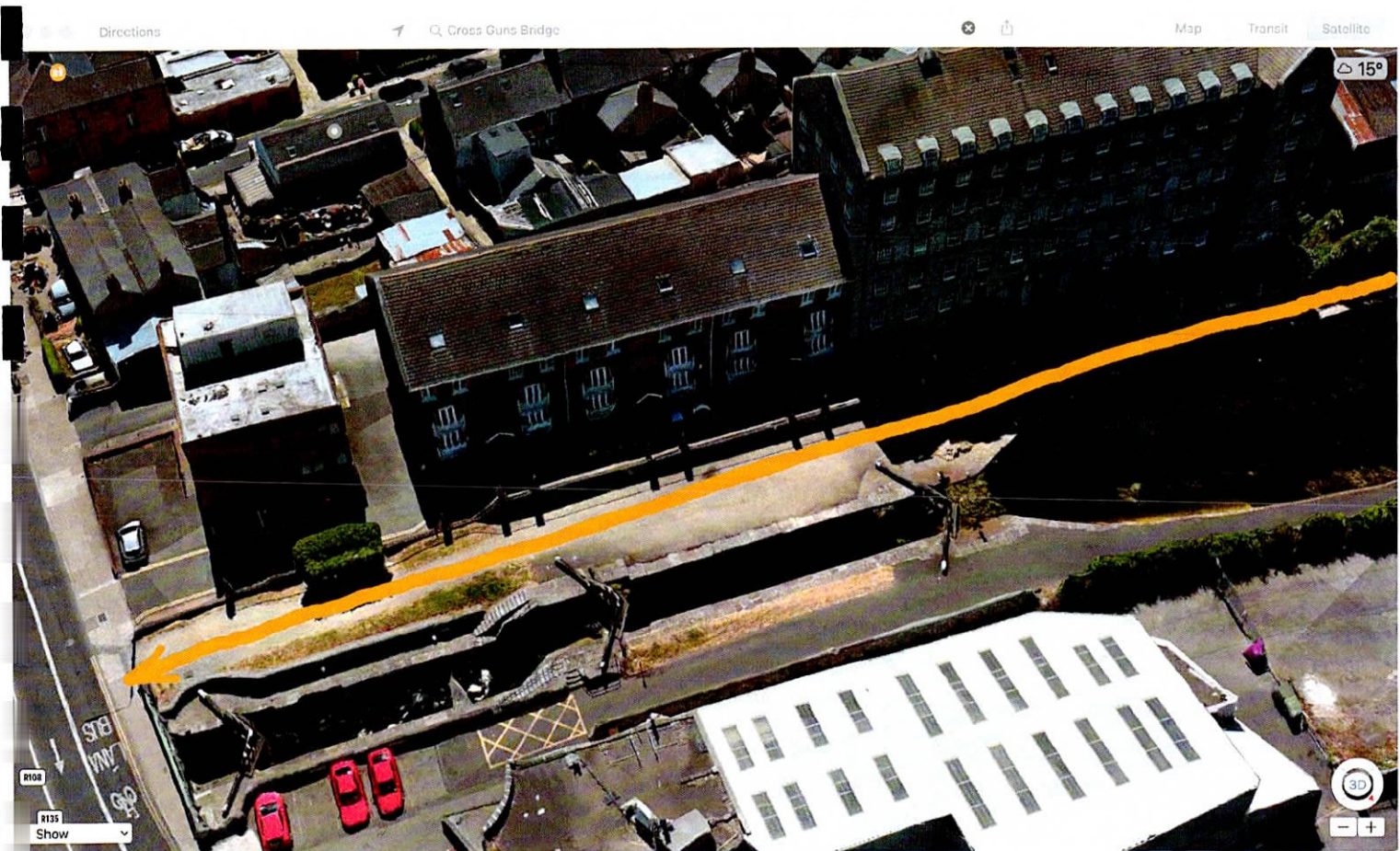


Images from Apple Maps ©2022

 **AR 3: Alternative Route**

 **Part of Route Proposed by TII**

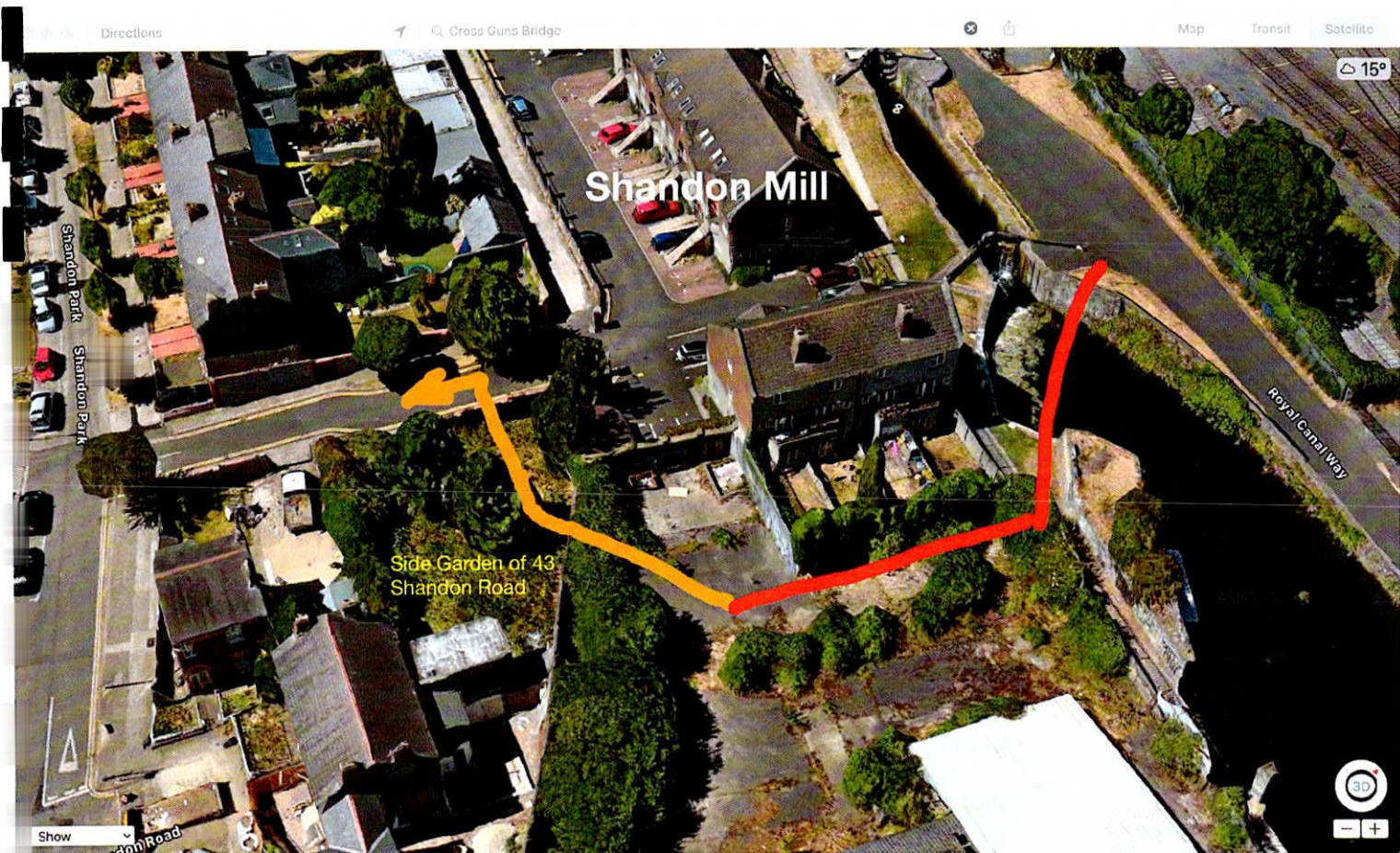
Appendix C: Alternative Routes



Images from Apple Maps ©2022

 **AR 3: Alternative Route**

Appendix C: Alternative Routes

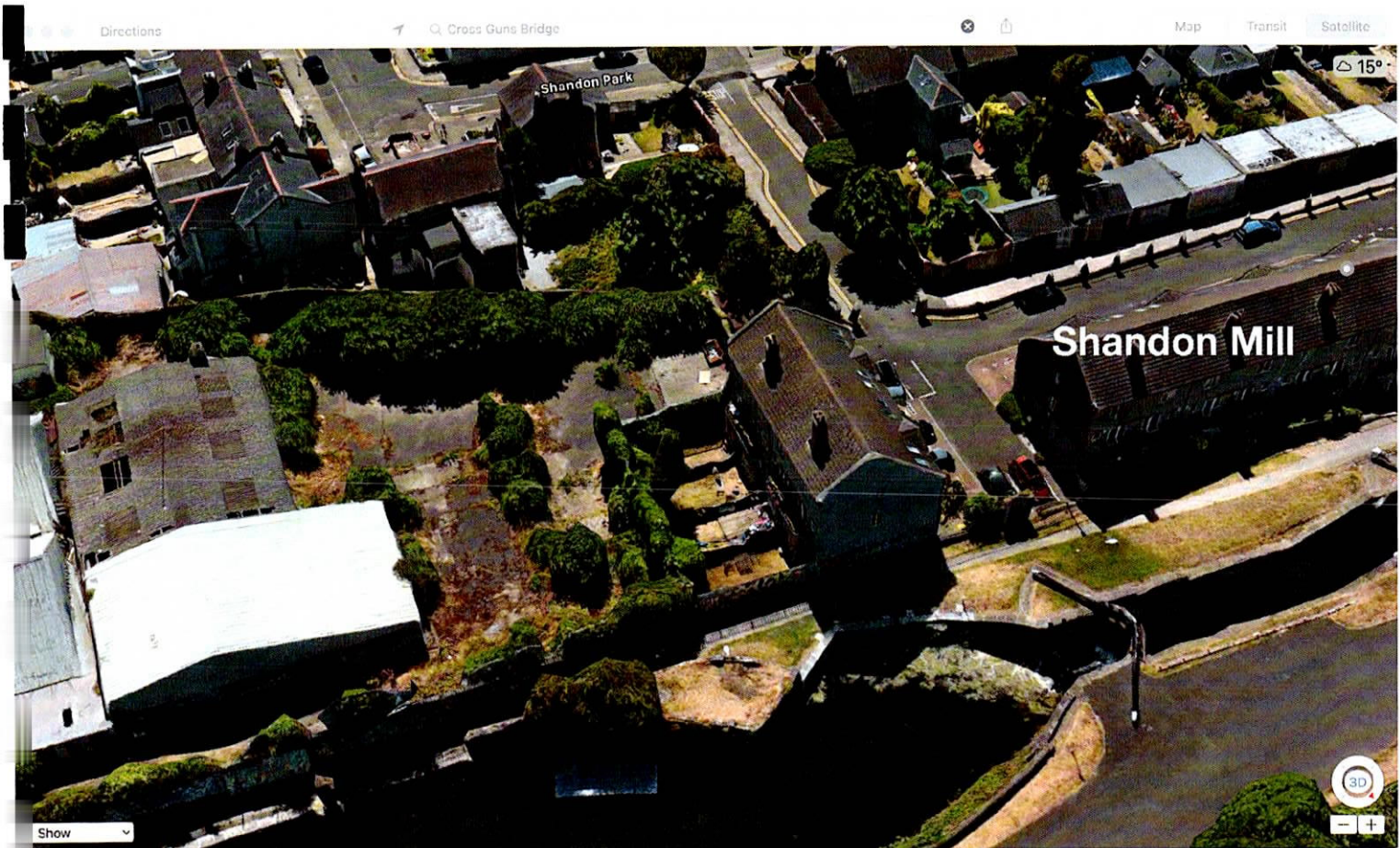


Images from Apple Maps ©2022

 **AR 4: Alternative Route**

 **Part of Route Proposed by TII**

Appendix C: Alternative Routes



Images from Apple Maps ©2022

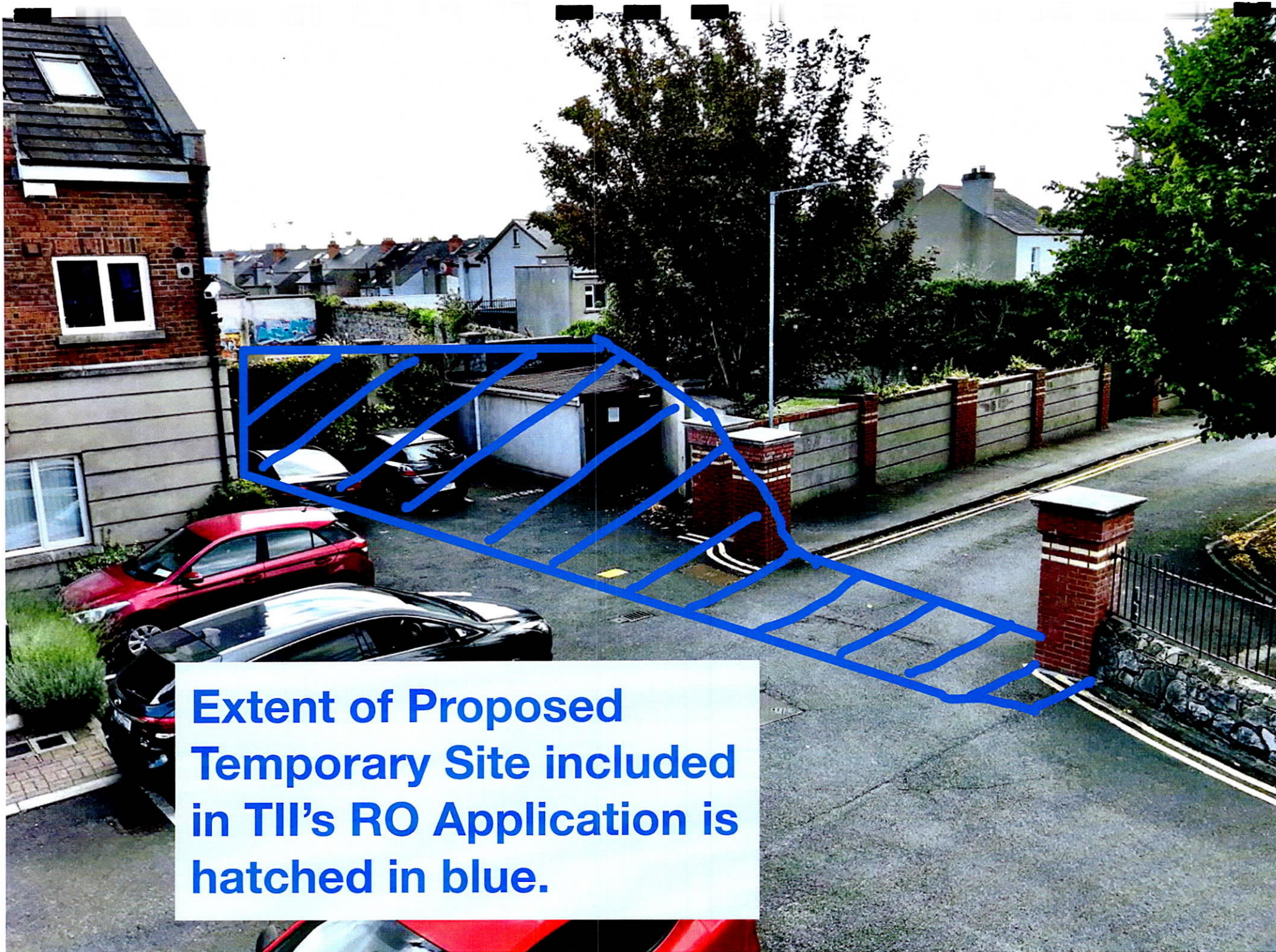


O'MALLEY
Associates

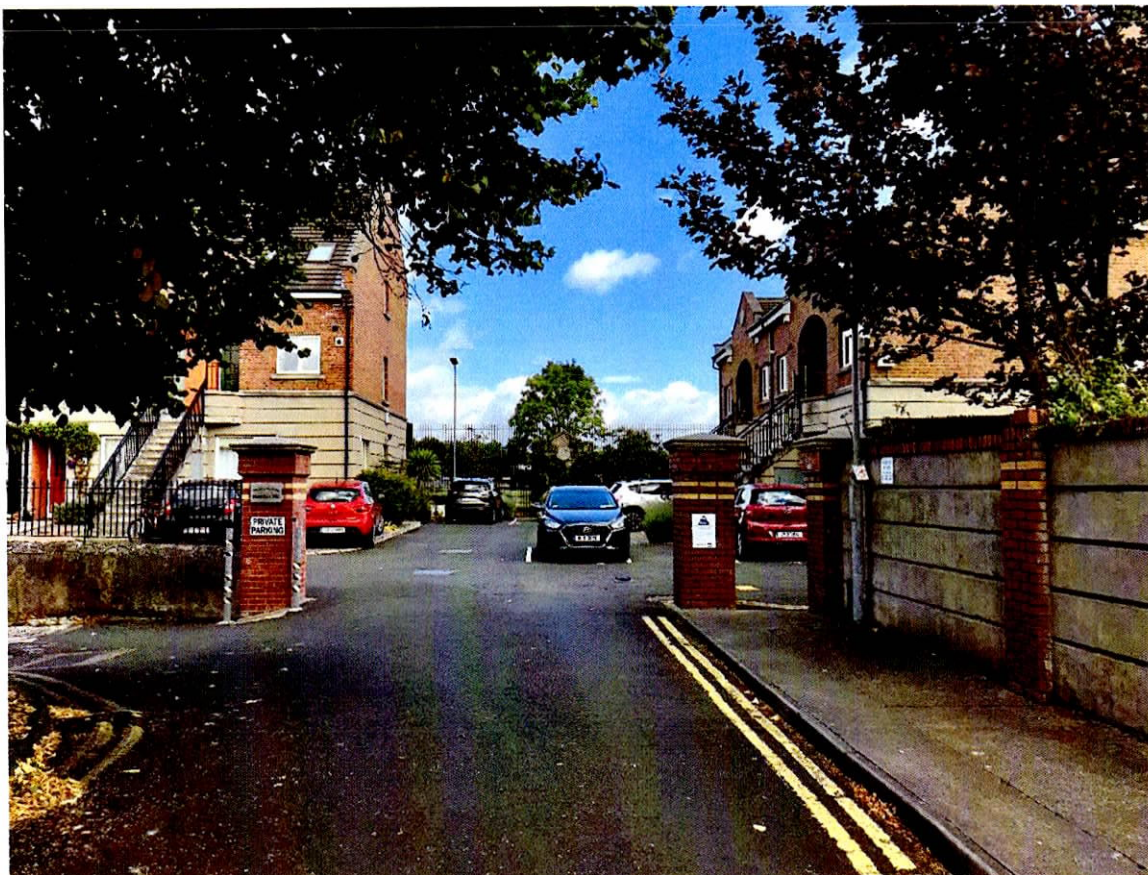
21 November 2022

page 22

Appendix D:
Photographs of Shandon Mill



**Extent of Proposed
Temporary Site included
in TII's RO Application is
hatched in blue.**





Appendix E:
Extracts from MetroLink
Planning Report

MetroLink Planning Report:

page 130:

4.5.8 Glasnevin Station and Associated Works

"Construction works will require a temporary crossing of the Royal Canal via Shandon Park and Coke Oven Cottages and the temporary closure of the canal and tow-paths."

page 132 - 133: 4.5.8.5 Planning History:

"Strategic Housing Development Application for 205 no. Build to Rent apartments and associated site works at 113 Phibsborough Road, Cross Guns Bridge, Phibsborough, Dublin 7

The planning permission comprises an apartment scheme south of the Royal Canal accessed from Shandon Court.

Construction works for the proposed Project will require a temporary bridge crossing of the Royal Canal via Shandon Park and Coke Oven Cottages for local access to residents. This temporary bridge will be accessed through the site of the planning permission. The access route is proposed to pass through the public open space of the development. The access does not affect the apartment structures themselves.

The planning permission cannot be completed in full until such time as the proposed Project is complete. On completion of the proposed works, the access route will be reinstated in line with the permitted apartment development."

Observation:

Shandon Mill is not mentioned or referenced in the Planning Report.

This report does not make any reference to the use of a temporary route through Shandon Mill.

Currently there is no provision in the ENVIRONMENTAL IMPACT ASSESSMENT REPORT for such works and accordingly should be refused. Applicant should be restricted to using the southern canal tow path as per the ENVIRONMENTAL IMPACT ASSESSMENT REPORT page 100.

This clearly implies the use of Shandon Mill.

This is ambiguous and confusing as there is no reference to Shandon Mill apartment complex however the maps and Fourth schedule property book clearly indicate parts of the property at Shandon Mill being taken for "temporary possession".

Appendix F:

Extracts from MetroLink
Environmental Impact Assessment Report.

MetroLink Environmental Impact Assessment Report:

Non-Technical Summary:

page 33:

AND

MetroLink Environmental Impact Assessment Report: Volume 2-Book 1: Introduction and Project Description: Chapter 5: MetroLink Construction Phase page 100:

"In order to provide the required working area for the scheme it will be necessary to temporarily close the Royal Canal, partially infill a section adjacent to the works and then re-open the canal. It is assumed that part of the canal wall will need to be dismantled and rebuilt on completion. Stakeholder engagement was carried out with Iarnród Éireann as well as Waterways Ireland and local residents to inform the construction methodology.

During construction, vehicular access along Royal Canal Way to Coke Oven Cottages will be severed by the piling works for the station. In mitigation, Enabling Works will include the construction of a temporary bridge crossing the Royal Canal to maintain access into the Coke Oven Cottages and to allow for connectivity along the Royal Canal Way.

This will involve the construction of a temporary bridge crossing that will allow vehicular access to Coke Oven Cottages and pedestrians/cyclists to cross the canal and continue along the southern canal towpath to Prospect Road. The bridge will have sufficient clearance to allow canal traffic to operate and pedestrians on the tow path to pass underneath. A temporary widening of the tow path may be required.

Following the completion of the Construction Phase the canal towpath will be fully reinstated on its existing alignment. In order to maintain the existing width along the towpath a permanent cantilever structure will be provided to carry the towpath over the proposed Iarnród Éireann platform serving the Western Commuter Down Line.

The maximum duration of time that the Royal Canal will be impacted by the works is predicted to be 34 months.

However, it is considered that the duration of full closure could be limited to approximately 5-6 months, with the canal remaining operational but with restricted width for the remaining time. It will only be necessary to close the canal towpath for a period of 4 weeks while the temporary road bridge is installed."

Observation:

This does not make any reference to the use of a temporary route through Shandon Mill. Currently there is no provision in the ENVIRONMENTAL IMPACT ASSESSMENT REPORT for such works and accordingly should be refused. Applicant should be restricted to using the southern canal tow path as per the ENVIRONMENTAL IMPACT ASSESSMENT REPORT page 100.

This clearly implies the use of Shandon Mill.

This is ambiguous and confusing as there is no reference to Shandon Mill complex however the maps and Fourth schedule property book clearly indicate parts of the property at Shandon Mill being taken for "temporary possession".

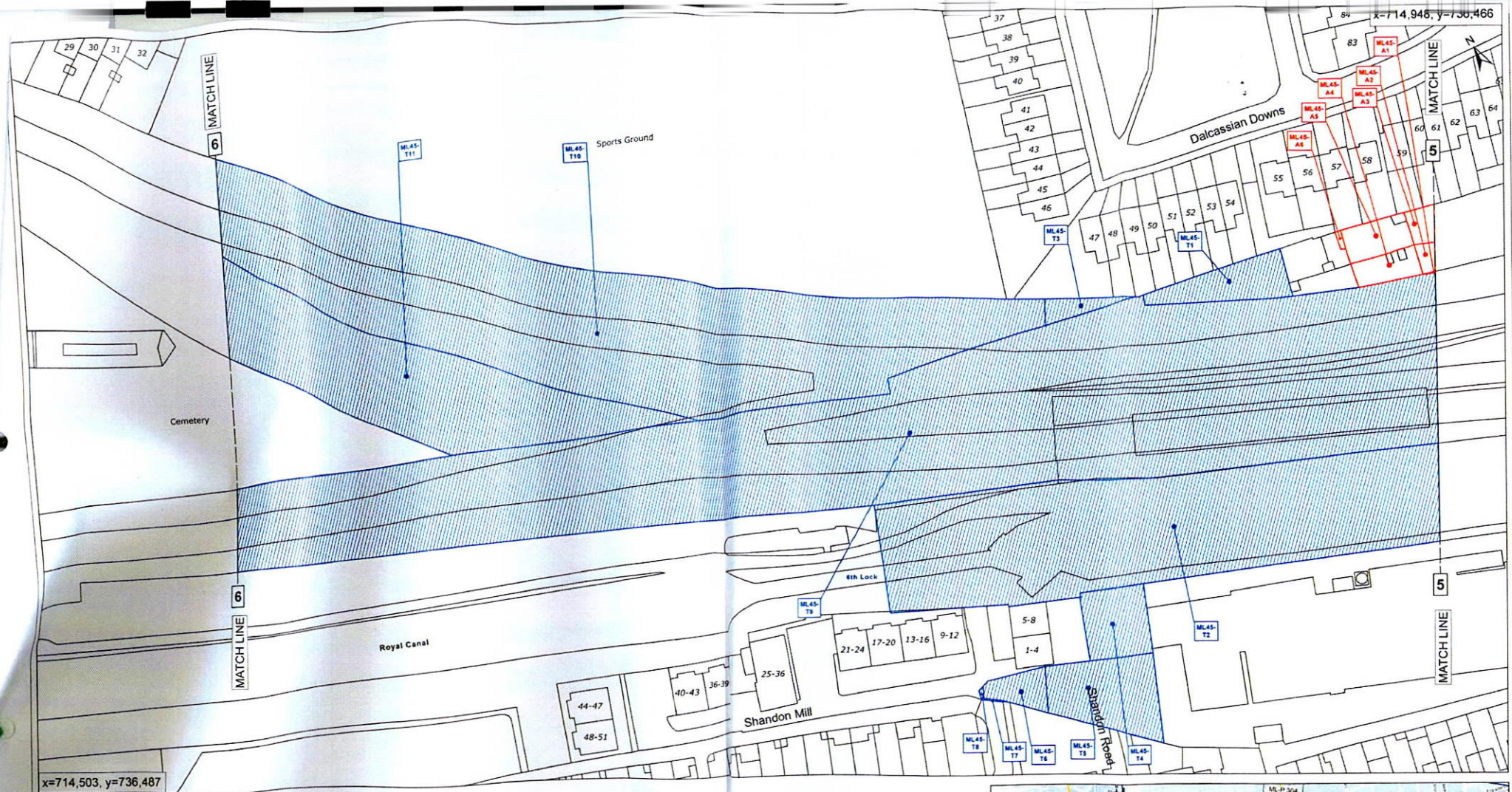


O'MALLEY
Associates

21 November 2022

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Appendix G:
Map of parcels to be acquired



LOCATION PLAN
Map Scale: 1:1000 @ A3

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DRAWING LEGEND

	PROPOSED ACQUISITION OF LAND
	EXTENT OF PROPOSED ACQUISITION OF SUBSTRATE LAND
	EXTENT OF WAYLEAVE (RIGHT OF WAY) TO BE ACQUIRED (IF REQUIRED)
	EXTENT OF PROPOSED TEMPORARY SITE
	POSITION OF METRO RAIL TRACKS
	POSITION OF METRO RAIL TRACKS (UNDERGROUND)
	EXTENT OF METRO TUNNEL
	EXISTING LIGHTWELL (MAY BE AFFECTED OR ACQUIRED)
	EXISTING BUILDING FACADE
	DOOR OF EXISTING BASEMENT
	EXISTING BASEMENT (BENEATH - MAY BE AFFECTED OR ACQUIRED)
	EXTENT OF BASEMENTS TO BE CLARIFIED

