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MetroLink Consultations,
Transport Infrastructure Ireland,
Parkgate Business Centre,
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Re: Metrolink Public Consultation, Registration of Concerns and Observations

Dear Sir/Madam,

The objective of the new Metro North project as defined by the NTA is to “To provide a safe, high frequency, high capacity, fast, efficient, fully segregated and sustainable public transport light rail service from the city centre to Dublin Airport and Swords.”

This is a welcome objective for our capital city and one worthy of broad public support. Unfortunately, due to a small number but very significant flaws in the proposal the proposed new Metro Link has, to date, failed to win the support of the public.

I make the following observations to try to constructively contribute to an optimum outcome for my local community and our capital city:

It is impossible to determine from the information provided by TII the exact number of homes which will be impacted by the proposed route however estimates based on the limited available information indicate hundreds of homes will be. The extent of the impact, again due to the inadequate information, is impossible to accurately determine however it will range from possible disruption, to damage, to full CPO and demolition.

Residents are naturally concerned about all stages of the project including long-term concerns such as structural issues emerging once the project is completed and whilst trains are running under their properties every 2 minutes.

Residents have not been contacted or reassured that structural surveys will be undertaken prior to, during or post this project. No information has been provided regarding compensation (should this prove necessary) or the timeframe in which to pursue this.

Within the Project ACA there are many iconic historical buildings, such as the Brian Boru Pub, which appears to have been proposed for a Compulsory Purchase Order, and this too has not been clarified. Historical, protected railings of St. Vincent’s Orphanage on Finglas Road similarly appear to be listed for removal.

The impact of a major train station at Cross Guns on the existing residential area has not been addressed. The scale of the proposed station is running from the Royal Canal to Dalcassian Apartments (which also may be proposed for a CPO). The iconic Brian Boru pub appears to be earmarked for destruction as part of this rail station development. The impact of this proposed major train station will require a socio-economic impact analysis. At the moment, there is no reference in the proposal to the impact of this proposed station on the social fabric of an historical and well-established part of the city, not least of which would be the

additional security measures that would be required, and which are a necessary element of any major rail station.

PROPOSED TUNNEL BORING SITE:

The proposal to locate the boring site on St Mobhi Road demonstrates a lack of understanding of community, educational, cultural, sporting and health value of this site which is home to Clg Na Fianna, Homefarm FC, Scoil Mobhí, Scoil Catriona and Tír na Nóg preschool and is directly surrounded by many private homes.

Under this proposal the site on St Mobhi road to be used as the tunnel boring station would be the first site opened in the project and the last site closed and therefore would have maximum negative impact on the local community and wider city traffic.

The proposed placement of the tunnel boring machine launch site, construction site works and metro station at CLG Na Fianna appear to be made purely based on engineering convenience, without any regard to the environmental, social, physical needs of the surrounding community, educational and health considerations of circa 800 school children, sporting, social and cultural interests of thousands of club members.

These clubs are the heartbeat of the local community. They bring together people of all ages, host non-sporting activities occur each week. In particular Na Fianna which will be impacted more than any other fields 166 teams with players ranging in age from 8 to over 50. Keeping these players physically active and socially engaged with associated physical and mental health benefits. The Na Fianna Nursery caters every weekend for 350 to 400 children between the ages of 4 to 7. Similar figures are available for the Homefarm FC site.

The schools and creche educate and nourish hundreds of children and families. The negative impact of this proposal is already affecting the school's enrolments. There is no evidence of a full cost/benefit analysis having been completed on the potential impact of having to relocate the schools or clubs. There is no indication that the Department of Education will support any relocation. There is no measure outlined to suggest how a large construction site like this could be compatible from a health and safety perspective with the ongoing operation of these schools.

The unavoidable creation of significant levels of dust and diesel emissions on the boring site is a major concern for respiratory health. The location of the boring station in the heart of a residential area surrounded by schools would put those underlying respiratory disease such as asthma or cystic fibrosis at significant risk.

The noise and vibration generated from the works will also have a detrimental health impact on children and adults living in the area with hypersensitivity disorders.

The implications regarding under surface water, due to canals and rivers in the area can have a very negative impact on property foundations, once disturbed. No detail has been provided on how these assessments have been made, or if indeed, they have been made.

The NTA/TII must scrap the proposal to use the St Mobhi Road site as the tunnel boring station and spell out how they are going to guarantee the future of the schools and clubs and compensate them for the interim disruption while constructing a station.

It should be noted that in addressing the concerns identified on the St Mobhi road site. The Boring site should not be moved to a similar location which would merely impact a different set of residents or clubs.

The use of the Albert College Park or any lands within the Ballymun Local Area Plan (LAP) both in the control of Dublin City Council would present many of the same levels of disruption and objections.

From the experience of the Dublin Port Tunnel project, the boring site with two machines in this instance does not lend itself easily to a city centre location and therefore lands North of the M50 would seem to offer a more favourable location.

I also make the following observations regarding Stations 11-16

At Northwood, I would be concerned that there should be good pedestrian access from the main Ballymun Road area.

At Ballymun, I would be concerned that the project would not delay the development of the shopping centre site. There is also a planned upgrade of the Plaza/_Cearnóg an tSeachtar Laoch. I would like to see further details of what construction of an underground station means to this project. I am also concerned on the pedestrian flow and the creation of sub terrain pedestrian areas. There is not a positive historical experience of sub terrain pedestrian areas in Ballymun. However the project should facilitate pedestrians crossing Ballymun Road, especially those with a disability. This station should be called Ballymun

The Collins Avenue station should be named DCU as the station is on Ballymun Road not Collins Avenue. I would like to see more details of the proposed works on the church car park site and the impact on Church business, senior citizen accommodation at Hampstead Court and Ballymun Road residents and Our Lady of Victory schools. The former priests house on Albert College was purchased as part of a previous preferred route. How do TII/NTA justify the spending of public money on this when it looks as though it will now have no use in the project. Can the TII outline if this site will have any part in the plans?

Regarding Griffith Park and Glasnevin stations, I will not restate all the concerns outlined above regarding the Tunnel Boring Site and its impact on local clubs and residents, However I would also like to comment on the proposed names which I believe are not appropriate. Station 16 should not be called Glasnevin and instead the historical name of Cross Guns should be preserved. The Griffith Park station would be better named as Glasnevin as it is closer to Glasnevin village.

Conclusion

It is clear, for all the reasons stated above, that elements of the current proposal are unfeasible, and have been brought to public consultation without having been given even the basic level of consideration.

Valuable energies are being expended from community volunteers trying to skill themselves up as planning expert, engineers, spatial planners in attempting to understand the enormity of elements of this proposal, with a complete lack of verifiable or understandable information provided in the consultation.

I would urge the NTA and TII to answer those questions raised in this submission and provide alternative solutions to those objections made.

Is mise le meas,

Cllr Paul McAuliffe