



15.1.23

MetroLink: NA29N.314724

**Senator Fitzpatrick,  
Seanad Eireann,  
Leinster House,  
Kildare Street,**

January 16, 2023

**Ref No. NA29N.314724      MetroLink (Estuary to Charlemont via Dublin Airport)**

To Whom it may Concern,

Following are my observations in relation to the planning application lodged Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order.

I welcome the provision of more frequent, reliable, affordable, and environmentally efficient public transport service. The MetroLink has the potential to have a transformative effect on our capital city. The significant investment in the MetroLink project must provide users with a service that is future proof, accelerates climate action and supports sustainable economic and social development of our capital city and surrounding county.

Before granting permission An Bord Pleanála must consider and address the following issues:

• **Station design and architecture:**

- All stations and Metro stops must be designed for universal access, maximum safety and be architecturally sympathetic to Dublin's rich architectural heritage and style.
- The proposed stations are anonymous, unimaginative, cheap and unworthy of Dublin's rich architectural heritage and leading European capital
- The proposed architectural design for the MetroLink stations should be rejected. They are modern, unimaginative, poor and bare no relation to the local architectural heritage of Dublin city, O'Connell Street, The Mater, the Royal Canal, Shandon Mills, Glasnevin cemetery.
- The proposed stations on O'Connell Street/Moore Street, Eccles Street/Berekeley road, Cross Guns/Propect Road and Mobhi Road should be architecturally designed to reflect and speak to the history of the area. Materials and finishes should complement and not detract from the rich architectural surrounds of redbrick, granite and slate.
- All stations' structures, signage or any other associated architectural treatment should reflect the local architectural character.
- Much of the MetroLink will be buried underground but the stations and the above ground elements of the project must respect the existing architectural heritage, be sympathetic to and enhance the traditional streetscape, reflect the character of Dublin and the localities surrounding the respective stations.
- At present, the proposed architectural aesthetics are anonymous, devoid of any connection with Dublin's heritage, culture, or distinctive architecture. The MetroLink has the potential to bring Dublin into the future, but it is of utmost importance that it maintains a connection with the city and its traditional characteristics.
- The proposal to demolish Hedigans' Brian Boru pub, remove or tamper with the architectural railings at Dalcassian must be rejected. A new architectural proposal must be developed for this station that incorporates the existing building. This station will be a major city station for decades to come and it is imperative that it is consistent with and complimentary to the local residential architectural conservation area.



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- **Construction & Operations**

- The applicant must clearly demonstrate the benefit and rationale behind the decision to go from twin bore to single bore and how this will future-proof the infrastructure
- Amend the application to include an actual Metro Stop at Albert College instead of the proposed intervention shaft to maximise the benefit if the infrastructure for Albert College Park and surrounding area.
- Outline plans and arrangements to prevent and minimise negative impact if at any point construction must be halted or abandoned
- Detail what measures will be implemented to mitigate any structural and settlement damage to properties located within 1km of the MetroLink route
- Independent noise, vibration and structural monitoring during and post construction for minimum period of 20 years
- Provision of independent experts throughout the construction period and post construction period to provide residents with both real time information and independent expert advice and consultation.
- Permission should require NTA to demonstrate the necessity for removing green spaces like parks, park facilities, recreation areas and local heritage and clearly outline compensatory mitigation measures to be introduced.
- A traffic management plan must be agreed with residents, Dublin City Council and the NTA for the period during and post construction. Residents already living in heavily congested areas will be significantly negatively impacted by a major multi-annual construction project on their doorsteps.
- A permanent community liaison office must be established for the duration of the project.
- Measures and arrangements must be put in place at each Metro Station to limit and prevent anti-social behaviour associated with structures like metro stations.
- Metro stations and services must operate 24 hours a day, 7 days a week
- Park and & Ride facilities must be provided at the stations beyond the M50 to discourage private vehicle traffic entering the city

An Bord Pleanála must seriously consider submissions made by community groups, like the Griffith Avenue District Residents Association, and others and facilitate an oral hearing prior to granting permission.

Sincerely,

Senator Mary Fitzpatrick