

By e-mailed to info@rpa.ie
Public consultation.
Railway Procurement Agency,
Parkgate Business Centre
Parkgate Street
Dublin 8

Your name
Your address
Your address

26 February 2007

Re: Metro West Submission

Dear Sirs,

I wish to make the following observations on the call for public consultation on the proposed Metro West.

My specific concerns as follows:

- Impact on Porterstown Park of the proposed Depot - impact on scarce playing pitches, and the inappropriate location in the environmentally sensitive Liffey valley greenbelt.
- Recommended location for Depot
- The proposed route of Metro West across Porterstown Park.

1. Proposed Depot at Porterstown Park

The proposed location of the maintenance Depot at Porterstown Park **is not acceptable**.

The impact of this decision would be to take out one of the largest recreational facilities in Dublin 15. This proposal impacts a part of Fingal County where there is a major sporting infrastructure deficit.

- Based on the Size of Depot for the Luas at the Red Cow roundabout, with maintenance sheds, the staff car park and the sidings the site is measuring roughly 300m x 300m x 420m (its a triangle), making it 45,000 sq.metres or 4.5 hectares (just over 11 acres).
- Impact of noise on Porterstown church, from both rail car noise & maintenance depot noise, will disrupt religious services. It is not a good example of sustainable planning to surround a church with a significant industrial development.

- If the Metro West maintenance depot is the same size as the one at Red Cow (is there any reason to suppose it would be smaller?) there would be virtually nothing left worth saving in Porterstown Park if the depot is located there. This proposal will take out the following pitches:
 - Soccer 4 full- sized (senior) pitches and 4 small-sided (junior) pitches shared between Castleknock Celtic & St Mochta's FC's (These clubs have a membership in excess of 1000 members, predominantly children)
 - GAA 1 full size (senior) pitch, shared between Castleknock Hurling & Football Club and Eireann Go Brath. (These clubs have a membership in excess of 1000 members, predominantly children)
 - Metro St Brigid's running track.
 - Passive recreation walking route.
 - Field for St Mochta's RC parish summer fête

- The road infrastructure in the vicinity of Porterstown Park is totally inadequate to serve the needs of a maintenance depot. The roads structure is of narrow country roads unsuitable for HGV. It is long standing policy of Fingal County Council not to upgrade these roads to protect the scenic character of the area, it's green belt status and it's proximity to the Liffey Valley Special Amenity Order area.

2. Proposed route across Porterstown Park

The proposed route of both Metro West options (1 and 2) across Porterstown Park has a considerable impact on the recreational amenity.

- Impact of rail route on scarce playing pitches, proposed route runs through 2 senior football pitches, 1 junior football pitch and development league pitches).
- Impact of route crossing the playing pitches is not the same as crossing the Luas in the city centre, children will be chasing ball and exercising the care and attention expected in a park rather than a busy street.
- Ball protection will be required at rail line boundary.
- Proposed route appears to follow the line of the Bord Gais high pressure / high capacity natural gas line. We are concerned that this should be minimised to reduce the possibility of rupture to this natural gas line, for obvious safety reasons.
- The placement of a light rail system through the only quality park that currently exists in the greater Dublin15 area quite frankly has amazed many of the residents of this area. Quite apart from the ball sports participants, this Park is heavily used by local residents for many purposes- walking, casual kick-about, family outings, etc:- all which can currently be enjoyed in a peaceful, rural like environment.
There is no other facility like this in our area.

Feasible alternatives exist and I would request that you to look at an alternative route, which avoids entering the lands at Porterstown Park.

Running the rail route parallel to Rugged Lane, in lands in the ownership of Luttrellstown Castle would appear to make sense based on minimising the impact to both the Luttrellstown Castle golf course and the Porterstown Park playing pitches. Clearly there would need to be protection of the rail line from golf balls.

We request that the River Liffey crossing be located as far to the west as possible. In this respect Route Option 2 should be chosen for the Liffey Valley crossing. If necessary the line could run from Lucan to the Liffey Valley Shopping Centre (if the selected route is required to link with this shopping centre).

3. Recommended option for Depot.

The Metro West propose 3 options for a maintenance depot, we believe the Depot should be located at Silloge or Harristown.

- ❑ This would offer the opportunity for Metro West, Metro North and Dublin Bus to develop a centre of excellence in this area. While much of the maintenance would be done “in house”, co- location would provide the opportunity for specialist sub contractors to support the maintenance of the transport infrastructure.
- ❑ Possible co-location of the Metro West and Metro North Depot resulting in considerable capital saving.
- ❑ Greater accessibility for support staff and engineering suppliers due to its close proximity to major national /regional road network (M50 & M1), Dublin Port(Port Tunnel) and the airport for spares/engineer support.
- ❑ Area already identified as an area zoned for industrial use and not environmentally sensitive as either of the two alternative options proposed.

Yours sincerely,

your name