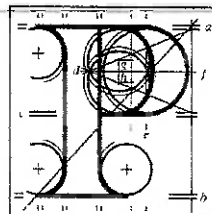


Our Case Number: ABP-314724-22



**An
Bord
Pleanála**

Amanda Hughes
9 Berkeley Road
Phibsborough
Dublin 7
D07 W6T8

Date: 08 October 2024

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 in relation to the above mentioned case. The contents of your submission have been noted.

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 relation to the matter please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,


Niamh Thornton
Senior Executive Officer
Direct Line: 01-8737247

RA03

Teil	Tel	(01) 858 8100
Glao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán 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

9 Berkeley Road

Phibsborough

Dublin 7

D07 W6T8

07/10/2024

AN BORD PLEANÁLA	
LDG- _____	
ABP- _____	
07 OCT 2024	
Fee: € _____	Type: _____
Time: <u>15:55</u>	By: <u>Hughes</u>

Case Number : ABP-314724-22

Metrolink Application

Dear Sir ,

Please find attached my additional observations and concerns regarding the Metrolink planning application .

Yours sincerely ,

Amanda Hughes

Amanda Hughes

Amanda Hughes,
9 Berkeley Rd,
Dublin 7
D07 W6T8

Metrolink Planning Permission

07/1024

Station Canopy Design and Park Reinstatement

Berkeley Road is zoned as Z2 in the Dublin City Development Plan 2022-2028. This zoning aims to protect and enhance the architecture and integrity of the streetscape and to protect its residential character .

1) The combined effect of the heavy slate portico , the wedge shape and the height of the Mater Stop canopy building not only obscures the view of the Mater Hospital from Berkeley Road but is in itself visually overwhelming as it is located on a small site surrounded by roads and encircled by red brick houses and the imposing presence of the Mater Hospital behind it .

2) The inappropriate size and the poor visual quality of this canopy in this small location will increase anti social behaviour in an area that is already challenged by social and mental pressures that is associated with inner city living .

In meetings with D7 , TII have said that this design is part of their marketing scheme as it provides 'design continuity along the metro line' , in fact the only other similar station canopy to the Mater Stop is at Stephens Green . TII have several different designs used across the 18 station line .

TII have also said that the Stephens Green and Mater Stop canopies were designed to be in keeping with the architectural heritage and historic location of the stations built environment. This is inaccurate as this wedge shaped design is already used for the car park canopy at An Bord Gais Theatre , in a location that is surrounded by modern buildings at Charlottes Quay. The shape, design and building material of the canopy design do not reflect or enhance either of the 2 locations .

I would propose:

1) A new canopy design that is visually lighter in appearance and through which you can see the Mater Hospital Edifice such as the metro canopy at Gare St Lazare, Paris

(<https://www.parisdiscoveryguide.com/image-files/x800-gare-st-lazare-metro-bubble.jpg.pagespeed.ic.ORGN7jzGYN.webp>)

2) An alternate proposal is that there should be a design competition for the Mater Stop canopy and Fire Brigade Lifts .

Fire Brigade Lifts .

The design and height of these lifts , obscure the visual impact of the Mater Hospital from Berkeley Road .

The functional design and the materials used in this building is inappropriate to this location and will dominate the visual impact of the park and the Mater Hospital building from Berkeley Road . It will visually impair the streetscape of Berkeley Road.

Plaza and Bollards

This area is unnecessarily large and would be visually more aesthetic with more planting . TII have done a similar design in Broadstone and

It is a mistake as the extent of paving is very dominant visually . The extent of paving is not sustainable as it will require frequent cleaning to remove chewing gum .

There is an excessive amount of bollards in this small area, what about trees as in Grafton St.

Granite bollards as seen in the drawings for Stephens Green canopy would be a more compatible with the built environment.

Lighting for the Metro station

Given the proximity of Blessington Basin and the recent bat survey by DCC Parks, there should be provision made for Bat friendly lighting in the area around the Mater Stop Station and the Four Masters Park.

Stakeholder Management and Gain:

Expert Liaison Body : Access to the independent professional liaison body during the building phase of the Metro is unclear- please can it be clarified as to which body will be dealing with residents concerns during the building phase . It is important to be able to access advice regarding issues that may arise in relation to the metro building as the houses on Berkeley Road are very close to the station building .

Community Gain : this is welcomed as the area around Berkely Road will be greatly affected by the disruption and the prolonged nature of this project , the effect of the associated noise , air pollution , hoarding and traffic jams will have an adverse effect on the quality of life for local residents . It will also badly effect the ability of the retail shops to trade and will effectively close down the area to any kind of commerce and residential investment for the 10 year duration of the building project. The duration and extent of this project is a big ask in an area that receives very little funding and an area in which less than 50% of the houses are owner occupied.

House Insurance: What provision has TII put in place to reimburse residents affected by increased insurance premiums that may be charged due to the danger of subsidence and tunnelling . When seeking house insurance this year a number of insurers asked about tunnelling and subsidence risk , can TII assure residents that they will have insurance cover and that associated premiums excesses will be reimbursed ?

Property Owners Protection Scheme : As this scheme is in place to protect property owners should their houses be damaged due to the construction of the Metro Station should the period not be extended , 1 year of cover will not be sufficient to see the effects of subsidence , should this occur .

Level of cover: : I note that the value of property repair has been increased to 75,000 E but would request that this amount be index linked to the construction industry value rather than the consumer index .

Traffic Management and Air Pollution

Planning permission has already been given for a number of largescale building developments in Phibsborough , has a traffic management plan been put into place for this construction period so that access will not be impeded in Phibsborough especially along Phibsborough Road and Dorset St.

Air Pollution : The increase of heavy traffic in this area will affect air pollution levels that are already over the WHO recommended levels . I am unable to see any measures to monitor the accumulative effects of all the construction vehicles in Phibsborough .

Will residents be kept informed of air pollution levels during the construction period of the Metro or will there be an independent monitoring body ?