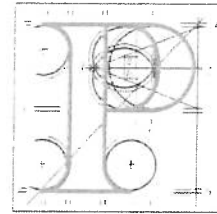


Our Case Number: ABP-314724-22



An
Bord
Pleanála

Andrew Conlon and Maeve Fitzpatrick
19 Berkeley Road
Phibsborough
Dublin 7
D07 RD42

Date: 10 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 letter in relation to the above mentioned case. The contents of your letter have been noted.

Please be advised that those who have already paid €50 are not required to pay the €50 fee associated with this Further Information submission, a refund will be issued to the debit/credit card used to make payment for this submission.

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,

Kevin McGettigan
Executive Officer
Direct Line: 01-8737263

RA03

| | | |
|--------------------|---------|--|
| Teil | Tel | (01) 858 8100 |
| Glaao 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 |

Observation on SID: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 (ABP-314724-22)

Observer Details

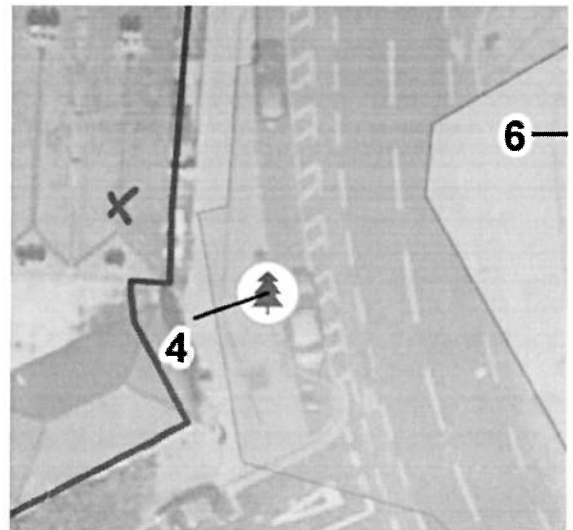
Andrew Conlon and Maeve Fitzpatrick
19 Berkeley Road, Phibsborough, Dublin 7 D07 RD42

Fee: N/A - previous valid submission

Construction Impact

Our home is located directly opposite the Mater Station. The construction site will be immediately outside our house during construction of the western vent shaft during Stages 2, 3 and 8 of the Construction Sequence). We sought clarification on the location of this secondary site boundary both prior to and during the Oral Hearing. However, the information provided to us by TII at the Oral Hearing – which was that the site boundary is located at the kerb – appears to be incorrect. Information provided on Day 19 in the AIA Drawings p. 100 shows the site construction boundary meeting our house boundary (located at the red cross).

Given this additional information provided, we are increasingly concerned about the accuracy of information being provided by TII and the impact of the western vent shaft works on our property, No.19 Berkeley Road.



Furthermore, the material provided on Day 19 (Updates to Appendix A5.1 Outline CEMP, p. 105) BH-63 and BH-64: 20 and 21 Berkeley Road states 'the impact of the works has been reduced as much as possible at design stage and no further mitigation is possible'. There is no reference to our property, No. 19, despite the fact that it is closer to the construction site than no. 21 and is identified as an architectural heritage site (BH-62). That, combined with the ongoing lack of clarity on hoarding location, is causing considerable concern about the accuracy of information provided to us on the impact of construction.

In light of the new documentation and the emphasis on numbers 20-21, there is no indication that sufficient mitigation measures are in place for No. 19 Berkeley Road, the residential property closest to the site works. We also note that there is no reference to No. 18 although that is part residential. As a remedy, we therefore ask that

1. TII to outline security provisions and impact on access to No. 19, including access to the street directly outside the property turning both left and right from the front gate.
2. TII review all relevant documents and maps and confirm a clear, definitive boundary for the western vent shaft site hoarding.
3. TII review any and all data and information provided on the construction and operational impact of the project to ensure that it is applicable to No. 19 rather than any other property on the street.
4. Following the review at (3) above, TII confirm that all possible and relevant mitigation measures will be implemented and provide a list of same.

Station Design

We welcome the reduction in height of the skylights but still have concerns about the overall design and scale of station infrastructure. We do not agree with the assessment Appendix A5.1 Outline CEMP that the impact has been mitigated. We ask for the following remediations:

5. Redesign of fire brigade lifts which - as currently designed and located – block views down Berkely Road including of the station entrance itself, the Mater and St Joseph’s Church.
6. Minimise impact of the station entrance by reducing its size and reducing the visual impact by narrowing the frame.
7. Increase planting in the final design which currently includes extensive paving

Property Owners Protection Scheme

8. The increase in repair value is welcome but we believe it is more appropriate to link to the Construction Price index.
9. We think the scheme should be extended to cover additional costs incurred by residents, for example increased maintenance costs arising from access issues, increased insurance premiums and additional security costs.

Operational Impact

We note the issues raised at the hearing by the ABP acoustic expert on the db scale used for vent noise readings.

10. Could TII provide db(C) measures for the vent located outside 19-20..

Stakeholder Management Plan

11. The provision of independent advice throughout the construction period is very welcome Could TII provide more detail on how this is accessed?
12. We also welcome the inclusion of a section on Community Gain – could more information be provided on the types of initiatives supported .