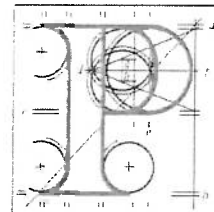


Our Case Number: ABP-314724-22



**An
Bord
Pleanála**

Berkeley Road Area Residents' Association
c/o Bernadette Kiely
48 Goldsmith Street
Phibsborough
Dublin 7
D07X4K6

Date: 14 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.

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

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

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

This observation is made on behalf of Berkeley Road Area Residents' Association (BRARA) on the Further Information provided during and after the Oral Hearing.

Contact: Bernadette Kiely (BRARA Secretary), 48 Goldsmith Street, Phibsborough, D07 X4K6

Fee: N/A BRARA has previously made a valid submission on this project.

Station Design and Park Reinstatement

Our original submission outlined our concerns about the impact of the station on the architectural heritage of the area which is zoned under Objective Z2 of the Dublin City Development Plan 2022-2028. This zoning aims to enhance the architectural quality of the streetscape and the area and to protect its residential character. It is also DCC policy to 'protect and enhance important views and view corridors into, out of and within the city, and to protect existing landmarks and their prominence'.

We remain of the view that the station canopy design is wholly inappropriate for the location and note that there was absolutely no consultation with residents during the design phase. We also note that evidence given to the Oral Hearing indicated that the impact of elements of the station canopy design (width of the frame) were considered from the viewpoint of passersby who would not be spending long in its vicinity. It is disappointing that there was no consideration of the impact on local residents.

While it was welcome to hear that this station was given the same priority by TII as St Stephen's Green because the architectural value of the location, that is not evident in streetscape plans presented in Further Information.

Observations follow:

1. We welcome the reduction in height of the skylights.
2. We welcome confirmation that there will be no signage on the glass.
3. We ask that the planners ensure the glass used is as specified given how intrinsic it is to the design.
4. We ask that the fire brigade lifts be redesigned due to their impact on the Berkeley Road streetscape.
5. Due to prominence and number, we ask that granite bollards are used.
6. We note the extensive use of hard paving and ask that this is reduced (with introduction of trees/planting) and that the overall impact is mitigated by specifying materials which replicate the warm effect in the renderings. We are concerned that the finished effect will resemble Broadstone Plaza.

7. We also ask that the station canopy is reduced in size. We note that the rationale given for a standard prominent station design (recognisability) is negated somewhat by the fact the station cannot be seen from the city-centre side of Berkeley Rd (due to the fire brigade lifts.) We would like to see an overall reduction in size and narrowing of the columns and entrance facade.
8. We also note that the Four Masters Park is now open to the public and is a valuable resource for local residents. It provides the only local accessible green space for those with limited mobility. We ask that local residents have a formative role in park design.
9. We also ask that the park railings are restored prior to reinstatement.

Property Owners Protection Scheme

1. We welcome the increase in maximum repair value. We ask that this value be linked to the Construction Price index rather than the Consumer Price Index. We think this is more appropriate given the duration of the build and the nature of defects which may arise.
2. We ask that the scheme also cover additional costs incurred by residents which are directly attributable to Metrolink works, for example increases in home insurance premiums.

Construction Impact

1. We welcome confirmation provided at the Oral Hearings that construction workers will be bussed to site and will not be permitted to park in the local area.
2. We also welcome confirmation that construction work will run from 7.30 am to 6.30 pm with 30 min site set-up and close down either side.
3. We request that a formal outline of mitigation measures to address Aspergillus risks be provided by TII.
4. We welcome the commitment to liaise with community groups on dust mitigation measures and ask that this engagement occurs prior to works commencing.
5. We ask that the local Traffic Management Plan be agreed with representatives of local residents and business prior to works commencing.

Operational Impact

We are concerned about information provided at the Oral Hearings on airborne noise during train operations. We understood the impact to be 'not significant' for those living above the tunnel. However, evidence provided indicated that this is not the case as levels of 40 db in bedrooms were reported. We are very concerned about this impact, particularly if Metrolink moves to 24 hr operations.

1. We ask that floating track be used to minimise noise under homes.

We also noted that the noise readings for vents provided by TII may not be the most suitable indicator for low frequency noise.

1. We ask that db(C) measures be provided for vents.

Stakeholder Management Plan

We welcome the provision of a stakeholder management plan. We note that residents will face significant (and in some cases - very significant) disruption for over nine years and we also feel it is important to note that many local residents may never get to enjoy the benefits of Metrolink.

1. We welcome the provision of independent expertise throughout the construction phase. We ask that the plan includes detail on how local residents can access this service and reassurance that provision will be adequate given the scale and duration of the build. As our neighbourhood is in very close proximity to the site, it is critical that residents can quickly and directly seek advice when necessary.
2. We welcome the reference to Community Gain. We ask that more detail is provided (such as budget provision) for supporting local initiatives.