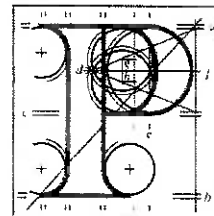


Our Case Number: ABP-314724-22



**An
Bord
Pleanála**

Leo and Anne Crehan
11 Dartmouth Square West
Ranelagh
Dublin 6
D06 KR63

Date: 02 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.

Please be advised that there is no fee an affected landowner, listed on the schedule, to make an observation on this case, therefore, a refund of €50 will be made to the credit/debit card used to make the online observation.

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

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64 Sráid Maoilbhríde	64 Marlborough Street
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D01 V902	D01 V902

11 Dartmouth Square West
Ranelagh
Dublin D06 KR63

01 October 2024

An Bord Pleanála
64 Marlborough Street
Dublin 1

Re: Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022
Case Reference Number NA29N.314724

Dear Sir/Madam

We live at 11 Dartmouth Square West and we write with regard to the proposed development of a Terminus for the Metrolink project at Charlemont, Dublin 6, under the Railway Order 2022 (Metrolink – Estuary to Charlemont) Ref No NA29N.314724, which will adversely affect our property. We have paid the required fee of €50.

We wish to set out a number of observations for the Board regarding the additional information presented by TII before, during and since the Oral Hearing last March:

Terminus v Interchange

1. Throughout the OH, TII kept insisting that Charlemont was not a terminus but an interchange. This is an abuse of language and process; it may well be presented as an interchange but it is also without doubt a terminus and will be for a very long time. It is not good planning to place a terminus in a residential area which is also an Architectural Conservation Area.
2. The connectivity at Charlemont between Metro and Luas was shown at the OH to be tenuous at best. The elevated Luas platforms will not be wide enough to accommodate the additional numbers of passengers with luggage who will be forced to mix with other Luas passengers and with an increased tram frequency. The proposed open staircase at the front of the Carrolls' Building as the route to the Metro can hardly be regarded as an efficient mode of transfer.
3. The claim of superior bus connectivity at Charlemont is equally tenuous; the nearest bus stop on Ranelagh Road is about 90 metres distant from the Metro terminus and the bus stop on Leeson St Upper is about 150 metres away. In both cases, the journey from Metro to bus stop involves an arduous journey up a number of escalators, sets of steps and along narrow and uneven footpaths. These disadvantages were highlighted at the OH, as were the considerable difficulties in drop-off and pick-up by taxis and private cars.
4. As a final insult to proper planning and development, the proposed open stairway from the Luas platform down to the footpath will permanently obscure, and diminish the value of, the existing fine front elevation of the Carrolls' Building, which is a Protected Structure.

Diaphragm Wall v Secant Pile Wall

5. At the OH, our Structural Engineering expert, Mr Brian Kavanagh, stated that the level of ground settlement which TII had indicated would occur (up to 30mm) would severely damage the structural integrity of the Victorian 3-storey brickwork houses. It was also pointed out that settlement can be caused by the leakage of groundwater into the excavation, from the clay beneath the foundations; and to mitigate the risk of such settlement, the optimum method of preventing water ingress into the excavation should be used. We had understood from an earlier meeting with TII that their proposal involved the construction of a diaphragm wall (D-wall) prior to excavation. At the OH, it emerged that TII were keeping open the option of using a Secant Pile wall instead of using the more expensive D-wall, despite the admission by TII under questioning at the OH that the D-wall would be more effective.
6. At a meeting between residents of Dartmouth Square West and TII on 11 September 2024, TII presented a drawing showing a D-wall to the rear of some of the houses adjoining the excavation – but continuing on as a Secant Pile Wall behind other houses in the terrace. We expressed our concern, given the vulnerability of the Protected Structures, that they were not optimising their mitigation of the settlement risk; we requested that they consider changing the secant pile section by continuing the D-wall behind all of the houses on the terrace and around the entire excavation. They agreed to consider the request.
7. It further emerged at the meeting on 11 September that although TII were showing a D-wall on their drawings, the provision of the D-wall would not be a specified, mandatory requirement in the tender documents for the project; they intend to leave it to the discretion of the tendering contractor to propose an alternative method, which could be a secant pile wall. We stated that this would not be an acceptable mitigation of the risks to our houses and asked them to consider specifying the D-wall as obligatory in the tender documents. They agreed to do so.

Repair/Rebuild Costs v POPS

8. At the OH, we expressed concern that in the event of severe structural damage occurring in our properties, TII's published POPS scheme would not be remotely adequate to cover the costs of re-building or repair that would arise from such damage. At our meeting with TII on 11 September 2024, TII stated that the risk would be minimal because of their mitigation measures. We pointed out that the risk would still not be eliminated and the consequences of the risk manifesting should be provided for. We requested that TII would give us an undertaking that TII (and not the Contractor) would guarantee to pay the full costs of whatever repair or rebuild might be necessary to restore our houses to their original condition. They agreed to consider our request.

Noise

9. TII revealed at the OH a plan to build a 7-metre high noise barrier as an airborne noise mitigation measure along the eastern side of the site. This barrier will border on the Back Lane which runs behind the terrace of homes # 1 – 17 on the west side of the Square. From our experience of a noise barrier erected in the same location by Sisk during the Hines development, we believe that TII's proposed barrier will be ineffective. Our concern here is that the (unmitigated) EIAR predicted airborne noise values are well above the threshold level in all 6 phases of the 8 ½ year construction period. These are TII's own numbers – so a mitigation failure of the noise barrier will expose residents to many years of constant exposure to very uncomfortable levels of noise.

In the event that you are minded to grant the Railway Order, we therefore request the following amendments:

1. Omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel;

BUT if Charlemont Station is not omitted:

2. Condition the Railway Order to require that the D-wall method of construction must be used around the excavation of the station box;
3. Condition the Railway Order to require that TII indemnify the residents of Dartmouth Square West against all loss and damage with a guarantee to pay the full costs of whatever repair or rebuild might be necessary to restore our houses to their original condition; and
4. Condition the Railway Order to require that TII provide a triple-glazed solution for the rear windows of the houses in Dartmouth Square West.

Yours sincerely



Leo Crehan



Anne Crehan