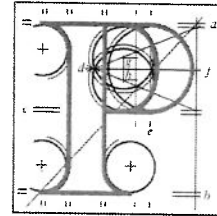


Our Case Number: ABP-314724-22



**An
Bord
Pleanála**

Suzi Taylor
32 Dartmouth Road
Ranelagh
Dublin 6
D06 EK10

Date: 17 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,


Kevin McGettigan
Executive Officer
Direct Line: 01-8737263

RA03

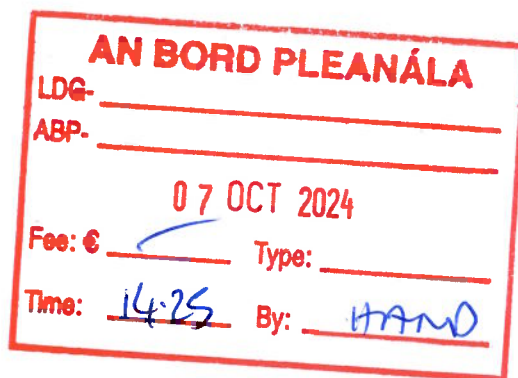
Teil	Tel	(01) 858 8100
Glaao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

An Bord Pleanála
Oral Hearing Updates

Case Ref: ABP-314724-22

Suzi Taylor
32 Dartmouth Road
Ranelagh D6



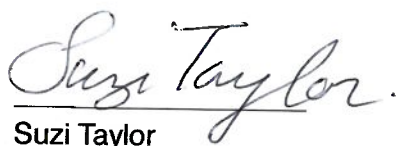
32 Dartmouth Road
Ranelagh
Dublin 6

24th September 2024

AZ4 (i) Charlemont Station & Turnback - Dartmouth Road

Please be advised that my late mother G.I. Taylor (Gertrude Irene Taylor) died in January 2023,
I am now the sole owner of this property.

Kind Regards


Suzi Taylor

An Bord Pleanála
Oral Hearing Updates

32 Dartmouth Road
Ranelagh
Dublin 6

24th September 2024

Case Ref: ABP-314724-22

Suzi Taylor
32 Dartmouth Road
Ranelagh D6

AZ4 (i) Charlemont Station & Turnback - Dartmouth Road

Further to the findings and updates at the Metro Oral Hearing January/February 2024 on plans for the proposed Metro Charlemont Terminus on Grand Canal/Dartmouth Road, I wish to make the following Observations and comments for consideration in Planning decision making.

Impacts on properties of:

32 Dartmouth Road

- Main Station box. works, proposed terminus entrance/exit and set down area and Main Tunnel drilling and all works involved in the development.

Archway building on Northbrook Road, at rear of 32.

- Evacuation Tunnel drilling for turnback

Position in relationship to Proposed Charlemont Terminus on Dartmouth Road.

It is acknowledged that this property will be profoundly impacted by this development should it go ahead as application for planning stands. This property lies directly on construction/tunnelling indicated site, opposite the proposed Charlemont / Dartmouth Terminus entrance/exit. It also is within in the buffer zone as indicated on mapping of proposed site.

Listed buildings

Owners of these properties have had severe restrictions on renovation/redevelopment of these properties due to them being categorised as "Listed". Renovations were carried out on 32 Dartmouth Road within 4 years before any contact to indicate that our property fell within the planned Metro development zone, at that stage indicated for demolition.

The high emphasis which had been put on maintaining the preservation value of these properties on a well maintained Victorian Road and Sq has been debased by these plans.

If Section 28 states that the Rail Order is exempt from 2000 Act provision part 4, Protected Structures, Where does that leave us as owners of these properties?

Long term uncertainty has impacted on plans to renovate property, how much the quality of life will be impacted, and reduction in use of outdoor space due to noise etc of development. Even though it may fall just within what is assumed to be acceptable levels does not mean it is an acceptable level for relaxing and enjoying outdoor/indoor spaces of our property.

Possible damage during works

Table 26.4 evaluates Listed buildings. but 26.6 indicates Significants of impacts **Slight to Profound**. What happens if disturbance is detected?

Although we are reassured that there will be regular monitoring, that does not assure us that we will just have damage impacts measured, rather than avoided. There is a indication of it being worth the damage to a few for the benefit of others. Although there is a property owners scheme to a value of €75,000, will this be index linked and relate to ever rising costs of renovations and repair should it be necessary?

Site deliveries/removal of development materials

The soil etc recovery plan for removing materials from site to another facility several km away will be disruptive in itself, with regular heavy vehicles accessing/leaving the site, delivery/removal site vehicles standing area is indicated close to our property .

Noise

Total **moderate to significant noise 66h per week**.

Noise levels will be significant during peak periods of construction of Piling, tunnel boring and construction, terminus construction etc and at times on site. Although it is classed as acceptable for some hours, it is so close to the line of not acceptable that it will be very disruptive. This is a huge impact on those close to the site, disturbing work, relaxation and rest. Not many people choose to get up and start their day on a Saturday by 7am if not a working day for them.

What are we supposed to do with "Significant notice of exceeding limits" in Risk management during construction. EIAR App. 5 .What counts as "significant", how long would that notice be?

How do residents plan their lives with these variables, especially those working from home.

Reasonable notice should be given to property owners of lead in time.

Road access

If the road section from Dartmouth Square to the lanes of Dartmouth Place and Dartmouth Tce. is cut off from regular traffic during development and construction period, we loose access to our off street parking for up to 30 months, possibly longer, which is a considerable inconvenience. There is no indication of nearby parking allocation of those of us in the section of road.

Hoarding impacts on property

The front of the house will be 'boxed in' with Luas embankment on the right, and proposed 4 m hoarding directly in front of the properties 32-34 Dartmouth Road, making the ground floor very dark. Reduced light, creating a claustrophobic feeling of being boxed in.

There are also security issues, private gateways should be protected. Already there is an issue of railing base stones disturbed from a large Lime tree within the road pavement. A deep dig in this area may also have significant impact on railing settings which are also a Listed part of the property frontage.

Littering issues will increase with all pedestrian traffic reduced to one side of the road, outside our property.

Quality of life impact

This area, which has been relatively peaceful, this would noticeably change, profoundly during development years of the project, leaving few hours of relative peace in the neighbourhood.

Once the terminus would be operational the longer proposed day of daily operating will greatly increase pedestrian traffic on this road, wheeling travel cases, drop off traffic etc. for airport and city centre bound passengers, 7 long days/nights per week. It is highly unlikely that parking and drop off areas will attract "15% or fewer" of commuters using this proposed terminus.

Lighting pollution and noise reduction during development and once terminus would be operating must be considered.

Long term impact and value implications

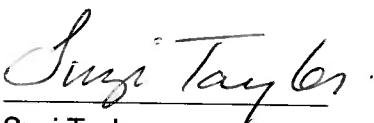
Property uncertain future since this project first impact on owners, for many years since we were first contacted about plans for a proposed Metro Terminus on this road. This development plan with considerable long period of upheaval potentially affecting our property, will impact on values this part of Dartmouth road.

To summarise

All in all there is a very definite impact on these householders should this proposed development get the go ahead. A lot needs to be considered on the situation we have been put in. To be offered relocation for a prolonged period, to return here later is not a very realistic consideration for these home owners. What will they be returning to and what damage will have been impacted on these homes. It is of real concern to have the properties vulnerable in our absence and how they will be maintained.

Thank you for considering my submission. It is a considerable and lengthy project to consider. Please refer to details attached to this submission.

Kind Regards



Suzi Taylor

Home owner, 32 Dartmouth Rd.

Main Station works plan (shows relationship to our property) see attached.

Advanced enabling utility works, and site preparation works. Day 1 - Book 3 of 5

Appendix A137. Charlemont. Errata mitigated ,

Results Ref: 40 - 32 & 33 Dartmouth Road

Predicted CNL, dB 71,

Construction noise threshold - **Moderate to significant**,

Baseline ref:UT 51

Weekdays 7am - 19.00 (12h days, 5x12h = 60h) is 70

Saturdays 7am - 13 (6 h days, 1x 6 =6h) is 70

Total moderate to **significant noise 66h per week**,

Station Piling Ref: 40

32 & 33 Dartmouth Road

works north UT 51 - 70/70 **Slight to moderate**

Station Piling works south. Ref: 40

32 & 33 Dartmouth Road

Predicted CNL dB 79 **(Red) Significant to very significant**

UT 51 70

Weekdays 70

Saturdays 70

South Station works, Excavation ground level (including batch plant)

Ref: 40 **32 & 33 Dartmouth Road**

Predicted CNL dB 76 (Red) Base Ref: UT51

Weekdays 70

Saturdays 70

Significant to Very Significant 6 days week.

South Station Works Ref: 40

Excavation Underground

32 & 33 Dartmouth Road

Predicted CNL dB 79 **(Red) Moderate to Significant**

Finishing Fit Out Works

Ref **32 & 33 Dartmouth Road**

Predicted CNL dB 71 UT 51

70 / 70 Moderate to significant

Ground borne noise from tunnel boring machine (Day 1 book 4 of 5)

32 Dartmouth Road is in Orange/Red zone of ground noise contours

Main Station Works - Dartmouth Rd



- Dartmouth Road closed to traffic for 2.5 to up to 5 years to facilitate Utility diversions and Main station box works
- Works area will extend up to south footway, though access to the properties will be maintained at all time.
- Environmental impacts will be mitigated, residents most affected by the works will be given the opportunity to relocate during critical work phases.

