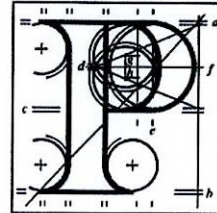


Our Case Number: ABP-314724-22



**An
Bord
Pleanála**

Amanda Hughes
9 Berkeley Road
Phibsborough
Dublin 7
D07 W6T8

Date: 07 December 2022

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 (including your fee of €50) in relation to the above-mentioned proposed Railway Order and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

Please be advised that copies of all submissions/observations received in relation to the application will be made available for public inspection at the offices of the relevant County Council(s) and at the offices of An Bord Pleanála when they have been processed by the Board.

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

Yours faithfully,



Niamh Thornton
Executive Officer
Direct Line: 01-8737247

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23 NOV 2022

Fee: € _____ Type: _____

Time: _____ By: _____

Name : Amanda Hughes**Address: 9 Berkeley Road , Phibsborough, Dublin 7 D07 W6T8****Observation Reference :****Railway Order 2022 (Metrolink-Estuary to Charlemont via Dublin Airport)****Mater Stop**

My home is on Berkeley Road , Phibsborough , Dublin 7 , it is opposite the Four Masters Park where the proposed Mater Stop station is to be built . I have lived here for 13 years. My neighbours on either side are medical consultants and a hairdresser. I enjoy living in an area of architectural heritage that has local shops and cafes . I appreciate the many potential benefits the Mater station and the Metro may bring to the area and to the city.

I sincerely hope that the construction of the Mater stop provides an opportunity for the rejuvenation of the area rather than it being viewed by TIA as a convenient site for a station with no regard for the architectural environment and the communities living near in the area .

AN BORD PLEANÁLA

IDG:

23 NOV 2022

Fee: € _____ Type: _____

Time: _____ By: _____

Mater Stop station Design:

I am extremely concerned about the design and location for the Mater Stop and the ancillary structures. The correct design for the area will enhance rejuvenation and positive redevelopment after the 9 years of construction whereas an unattractive utilitarian design approach to the station and The Four Masters Park may have a very adverse effect on an area that has huge potential for being a really positive asset in the North Inner City and Phibsborough village . To compliment the location I feel that the canopy of this station should have less footprint , elevation and visual impact .

1) Elevation and position of the station entrance:

The view of the Mater Hospital building will be blocked from Berkeley Road. With either a different canopy design or using a different location in Four Masters Park would have a very positive effect on the commercial potential for Berkeley Road. The ancillary buildings (lifts, emergency exit , ventilation shafts, lights) further block the view into the park visually shutting the off the park from Berkeley Road and diminishing any sense of space in the street.

2) Materials used in the design of the station entrance:

These are inappropriate for this location, it is an architecturally sensitive area and zoned under Objective Z2 in the Dublin City Development Plan 2022-2028. The buildings on Berkeley Road and street are Victorian and made of red brick, while the Mater Hospital and St Joseph's church are made of granite, the proposed Mater stop station is a glass structure with heavy looking brown detailing , the emergency exit is of brown brick and resembles a public toilet .

3) Plaza Design and bollards

The hard materials of the unnecessarily wide plaza which skirts the station in its current design location is inappropriate as it is too big and visually competes with the Mater Hospital steps there is a risk that this type of wide and inappropriate space may invite anti-social behaviour and loitering. The bollards could be replaced with planters as seen on Grafton St.

4) Station entrance location:

relocating the station entrance to face the side walls of St Joseph's church on Berkeley Road would allow for the entrance / exit to be onto Eccles St. This location provide a more visually and softer view of the station entrance because it could be surrounded by trees as in the Stephens Green montage, it would also allow for the relocation of the ventilation shafts, lifts and emergency exit to be relocated resulting in the opening up the vista of the Four Masters Park, and the Mater Hospital.

5) Pedestrian safety:

Locating the station entrance further into the park near St Joseph's church would be safer for station users to enter and exit the station. In its proposed current location there is a great risk of pedestrians running across roads to the station as the proposed entrance is located very close to a cross roads (Berkeley Road, Eccles St and Vincents St) . there is a proposal to pedestrianise Eccles St which will make it a safer entranc. It will also be safer to have the emergency exit located on the Eccles St side of the park rather than beside Berkeley Road which is a busy road at peak times

Community Gain

Provision should be made for a community fund.

The extent and duration of this project will have a profound effect on the businesses and retail outlets on Berkeley Road, the majority will not be able to survive, especially the businesses in nos 10 – 18 Berkeley road . This row of shops defines Berkeley Road and will be the most effected by the vibrations and noise levels. Investment by TIA should be put into reinstating the shops on Berkeley Road according to the DCC Shopfront Design Guide as this street is zoned as a Conservation Area

It is important that provision for improvements to the Berkeley Road and street public domaine are made and that these are integral to the station construction. An attractive street invites investment, the rejuvenation and regeneration of Berkeley Road will be essential for the return of commercial activities to this area. There is a very big risk that we will lose our retail and commercial outlets which are an important aspect of our lives and are an important part of the 15 minute city concept. The increased footfall provided by the commercial businesses is also important in discouraging crime – which is a factor to be considered with the proposed station site.

Air and Dust Quality

Air and dust quality are a major concern for this area. It is a residential area with a mixed generation profile, there is also a national school located near the Black Church. The prolonged nature of this project makes the concerns even greater given that the other proposed developments in the Phibsborough area will go ahead within this time frame .

A base line for current air and dust quality should be taken before construction starts and should be monitored weekly throughout the construction phase. The basic standard should be the WHO recommended emission standards and benchmarks.

It is completely inappropriate that provisions are being made on eligibility for rehousing and compensation due to airborne noise and dust levels. Tenants and individuals working in the city and the locality such as nurses should not be adversely affected by this construction - the level of homelessness has already impacted many of our essential services. There is also the issue of the property investments made by small landlords being adversely affected and not being eligible for compensation because they are not owner occupiers.

"To be eligible for support the owner/occupier must be in occupation of a private dwelling and the dwelling must be located where the predicted construction airborne noise is estimated to exceed the relevant criteria referred to in Appendix A.

Construction Impact

My house is directly opposite and within 30 metres of the station box. I am concerned that given the depth and level of the boring and required for the station box construction my house will be affected by subsidence and cracking. This is a similar situation for the majority of the houses on Berkeley Road. The metrolink criteria for rehousing and compensation appears to be only in relation to properties which are estimated to exceed the relevant criteria, these houses appear to be either directly above the proposed tunnel or are 30 metres from the tunnel rather than the station box. There is no provision made for houses that are outside of the estimated modelling and criteria which may be damaged during the construction or in the years afterwards (due to subsidence).

Given that a high percentage of the houses in the area are rented and that many of the buildings on Berkeley Road have commercial leases, it is remarkable that Metrolink have decided to put criteria on the types of building use that they will compensate if damaged or affected by airborne noise, this is especially relevant for numbers 10 to 22 Berkeley Road, many of which are either commercial properties or are rented. :-

"To be eligible for support the owner/occupier must be in occupation of a private dwelling and the dwelling must be located where the predicted construction airborne noise is estimated to exceed the relevant criteria referred to in Appendix A.

Provision needs to be made not only for damage to all property in the area, resulting from the construction of the station and tunnel but also for the property owners in situations where the inhabitants need to be rehoused due to airborne noise and vibration or are made ill due to the dust and pollution levels during construction.

It is inappropriate that compensation would only be given to the occupier / owner when it is a construction project that will affect the properties of the many different categories of ownership and property investment in this area.

These houses have very little foundations – the provision of a 5 year window for subsidence damage post construction is too small. The window should ideally be at the upper end of internationally recognised subsidence risk timelines.