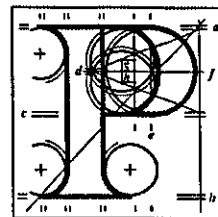


**Our Case Number:** ABP-314724-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Dympna Rooney  
102 Botanic Road  
Glasnevin  
Dublin 9

**Date:** 13 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 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.

I can confirm if you have made a submission within the original observation time period then you may make another observation without a fee during the extension period.

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](http://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

<b>Tel</b>	<b>Tel</b>	(01) 858 8100
<b>Glaao Áitiúil</b>	<b>LoCall</b>	1890 275 175
<b>Facs</b>	<b>Fax</b>	(01) 872 2684
<b>Láithreán Gréasáin</b>	<b>Website</b>	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
<b>Ríomhphost</b>	<b>Email</b>	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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

An Bord Pleanála, 54 Marlborough Street Rotunda, Dublin 1.

As the date has been extended for observations until the 16<sup>th</sup> January 2023 I would like confirmation that I can add to this observation due to APB decision linked to information that was not included in the Railway Order documentation filed on 30/09/2022.

## Ref Metrolink 314724

Submission – no fee applicable as per reference (Bore is directly underneath the property).

Date: 22/11/2022

RE: Dympna Rooney – 102 Botanic Road, Glasnevin, Dublin 9.  
Ref: CAP\_ML\_0467\_19

<b>AN BORD PLEANÁLA</b>	
LDG-	_____
ABP-	_____
25 NOV 2022	
Fee: €	Type: _____
Time: 09.51	By: <i>havel</i>

Ref: Intended application by the NRA (Operating as TII Ireland) for the Railway (MetroLink –Estuary to Charlemont via Dublin Airport) order (2022).

To whom it may concern.

As per the documentation received my property will be directly impacted by this proposed project.

### Communication from TII to local residents.

TII have not been transparent throughout the planning process of this proposed project. All documentation has been on line, and for those of us unable to avail of online information there should have been meetings with the residents. The only meeting held with regard this was several years ago and this was organised by the local residents. At no stage have TII ever offered a town hall type meeting with regard this railway order.

### Provision of Detail

I have been in receipt of documentation which I consider scant and does not provide any real clarity on potential damage to the property as a result of vibration from the heavy machinery boring underneath my property. The paperwork appears to be done from the TII side and is not heavy on information for the property owner.

### Depth of Tunnel

The tunnel from ground to top level will be 15 metres. This is just short of 50ft which is not deep. The average depth of the underground in London is 24 metres, which would equate to 78ft.

### Monitoring of Foundations

The properties along this section of the route have the standard foundations which would attributed to a property build over 100 years ago. The house is sitting on boulder clay and a monitoring must be carried out to the highest standard. This area is referenced in the documentation but no studies appear to have been completed. Foundations under these properties are only 18 inches in many of the homes and will be subject to subsidence and perhaps a rise in the water table level.

### Subsidence

As this is a large terrace, where there is the potential for movement of the boulder clay. It is very possible one weaker structure on the terrace could negatively impact all the properties and cause issues with subsidence/cracking/issues with doors windows/roof/drains. Or more serious damage and there does not appear to have been any impact study done in this instance.

### Insurance



If this type of damage occurs what is the plan if the property has to be vacated for a period of time if remedial work needs to be carried out. As with the current situation and the housing shortage there would not be a viable alternative to house people. Also there would need to be an assurance that all contents in the house needed to be adequately insured in the event the damage necessitates the vacation of the home.

There is no clarity as to how our Home Insurance will work, how do TII propose insuring the house and contents for this period of time. As per a recommendation to wrap up your good china that was received, that is not what I consider an adequate response.

### **Speed of Remedial Work**

How quickly would TII address the issues, in the event of damage would this immediately be assessed and repaired.

### **Timeframe**

The timeframe of the tunnelling beneath this particular terrace, I was unable to see any detail on this. How long will this take, and the actual depth of the tunnel underneath the property. The depth

### **Dimension of Tunnel**

I was unable to find adequate information in lay person terms included in the proposal. Therefore would seek additional information on exact depth and width of the tunnel running from Cliftonville Road to Harts Corner.

### **Drains & Water Table**

The drainage system, to the rear of my property there is a large underground drain that connects this terrace of houses. This needs to be checked and there needs to be monitoring to ensure that no cracks/damage/subsidence occurs. This could to all intents and purposes develop into a sink hole due to the nature of the clay. How will this impact the water table in this area as there are multiple underground culverts and drains? Drains need adequate monitoring to ensure that no effluent is running into the surrounding ground.

### **Station Building**

The building in the drawings in no way sits in the landscape comfortably, it is not in keeping with any of the local architecture. A building should grab the attention of anyone visiting, and become something that the community are proud of, are able to use as more than a station. This needs much more development as the Brian Boru is a landmark for anyone visiting the area with links to James Joyce's Ulysses, the mural on the side alone is something particular to the area. The station name is also very generic, and if historic building are proposed for demolition there should be something kept in the memory banks, name the station the Brian Boru or similar. No one refers to this part of the city as Glasnevin it has been called Harts Corner since the 1920's when the Harts Building was constructed. Is it the policy for large building projects to eliminate all connection with the previous history of an area?

### **Blasting**

Liaison required with local homeowners.

### **Steering and Monitoring Group**

A steering group needs to be set up; as there has to be a direct connection between the project developers with the local community and the residents, this has not been discussed. There needs to be full accountability and transparency. As we are to have to deal with a huge building project both underneath our homes as well as at our main point for access to facilities like hospitals, shops, chemists, etc.

### **Access to Emergency Services**

There is a GP practice and chemists close to the station site, what is the proposal in the event the station build demands the relocation of these services. Access to the Mater Hospital will this be compromised due to road closures?

### **Community Fund**

A fund needs to be set up for the local community as it is this area has no community hall, no facilities for residents to have community groups/functions/meetings and this should be incorporated into the new station. The proposed station building can easily accommodate commuters and residents. It is important that something is given back to the community as we are giving a huge amount, from having the potential of property damage, to the problems that may be cause commuting to the city centre and the effect it will have on local amenities/services especially for the elderly person.

### Summary

I have lived in this property for nearly 50 years, raised a family and this house can definitely do the same for more families far into the future. The old buildings should be given proper recognition and enjoy protection that other European cities provide. There is not enough safeguarding given to areas that actually enhance a city, and provide fantastic living spaces for families. If we are to have a thriving area that people want to live in and visit we need to start to respect and appreciate our architecture which is considerably better and more durable than buildings that are going up today. The metro is a huge waste of money and an over ground solution would have serviced the locality much better, if a Luas had been run down the Finglas Road, and came from the airport stopping off along route this would have provided the same service and had less impact on properties and historic buildings along the route. I do not believe that this metro will provide the income to cover the cost of building for decades to come and is another wasteful project that will take years to pay dividends. There is also a total lack of communication from TII, a refusal to engage with the residents who are actually granting them permission to proceed, there is a huge displeasure within the area with the way both TII and local representatives did not engage with residents. But this seems to be a standard procedure with these large construction projects which is a sad indictment for both our large infrastructure agencies and our local elected representatives.

I would be obliged if you can confirm receipt of this submission by post or via e-mail to my daughters e-mail rooneylar@gmail.com

Yours sincerely



Dymphna Rooney