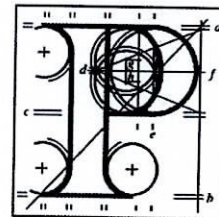


**Our Case Number:** ABP-314724-22



**An  
Bord  
Pleanála**

Eamonn Smyth  
13 Nelson Street  
Phibsborough  
Dublin 7

**Date:** 26 January 2023

**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](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

Tell	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<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, 64 Marlborough Street, Dublin 1, D01 V902**

**A SUBMISSION IN RESPECT OF THE RAILWAY (METROLINK-  
ESTUARY TO CHARLEMONT VIA DUBLIN AIRPORT) ORDER  
2022, - WITH SPECIFIC REFERENCE TO THE PROPOSED MATER  
STATION AND ASSOCIATED TUNNEL.**

**MADE ON BEHALF OF EAMONN SMYTH, 13 NELSON STREET,  
PHIBSBOROUGH, DUBLIN 7, AND DATED 4<sup>TH</sup> JANUARY 2023.**

<b>AN BORD PLEANÁLA</b>	
LDG-	<u>060444-23</u>
ABP-	
<b>13 JAN 2023</b>	
Fee: € <u>50</u>	Type: <u>cash</u>
Time: <u>16.48</u>	By: <u>hand</u>



**SUBMISSION ON RAILWAY (METROLINK-ESTUARY TO CHARLEMONT VIA  
DUBLIN AIRPORT) ORDER 2022.**

Dear Sir/Madam,

I make the following submission in respect of the Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022, with specific reference to the proposed Mater Station (the 'Station') and associated tunnel:

**THE PROPOSED MATER STATION.**

The proposed Station works as defined and authorised by this Order ('the Works'), will have significant consequences for the Four-Masters Park (the 'Park') located on the corner of Berkeley Road and Eccles Street. This park is focally dominant in the area and is a welcoming sight for residents and visitors alike, particularly those who enter the area from the North Circular Road/Berkeley Road direction. It has been indicated by Metrolink, that on completion of the Works, the original Park would be reinstated, but only in so far as possible. Such language is meaningless and limitless in the context of the Station and the Park. And the proposed design of the Station lends credence to this assertion.

**POTENTIAL REMEDIES.**

I would argue that the small triangular corner of the Park, which contains the Four Masters Cross, is the most focally dominant and visually pleasing section of the Park. Therefore, if this small triangular corner (which is bounded by Berkeley Road and Eccles Street on two of its sides) was retained/restored as is, and the remaining boundary of the triangle screened off from the Station entry/exit point, (by suitable trees, for example) this would go some way towards retaining the visual impact of this very important focally dominant section of the Park, for this area.

In order to achieve this objective, the orientation of the proposed entry/exit point of the Station should be altered [rotated] by ninety degrees, so that it would face the old Mater Hospital portico on Eccles Street.

In addition, the design and finish of the Station together with its proposed location, the finish of the emergency exit, and other associated structures along the Berkeley Road frontage, is not in keeping with the surrounding architecture – the Mater Hospital, St Joseph's Church, and terraced houses along Berkeley Road/Street. This requires to be addressed in consultation with local residents.



## **THE BUILT HERITAGE**

The area surrounding the Station and associated tunnel has a rich architectural heritage with many fine examples of buildings and Streets dating from the Edwardian, Victorian, and Georgian eras. Indeed many of the Georgian Houses which align with the proposed tunnel are over two hundred years old. Consequently, I contend that the Works will impact the built heritage in this area.

I understand that engineering surveys prior to, during, and after the project will be carried out to properties within a defined area close to the Works and that there is a commitment for compensation to be paid in certain circumstances. However, it is almost certain that the effects of the Works including, but not limited to, vibration, (whether caused by the Works or unforeseen incidents which occur as a result of the Works) will be experienced beyond this defined area, thus impacting buildings not included in the initial engineering survey.

Therefore I would urge that a Mater Station Community Liaison Committee be established prior to the commencement of the Works, to liaise between the Applicant, the building contractor, and the local community to ensure any and all issues that arise before, during and after the Works, are resolved in a coordinated and consensual manner. Further, that an independent expert be appointed and funded by the Applicant to advise the residents of the local community during the entire timescale of the project, in respect of, but not limited, to the following:

- The provision and location of adequate monitoring measures and equipment required to avoid, prevent, reduce, or offset adverse effects on the surrounding environment, including the built heritage;
- Provision for the monitoring of the above mentioned effects;
- The parameters to be monitored, duration of monitoring, and the frequency of such monitoring for the purposes of assessing its compliance with any monitoring provisions;
- Residents' access to data/information collected during the monitoring process and transparency of the monitoring process including any inquiry, investigation, or examination associated with the monitoring process;
- An emergency point of contact which operates around the clock, for residents with concerns regarding the Works;
- Noise, vibration, subsidence, potential flooding, and settlement due to the Works;
- Traffic impact, access, parking spaces, pedestrian safety, and adverse effects on local businesses;
- Effects on human health – airborne emissions, dust, vibration, noise exposure, stress, rat infestation, electromagnetic radiation, and radon gas emissions;
- Architectural design of the Park and the Station;
- Community gain /Community Fund provision;

I contend that observations and remedies contained herein have merit and I urge that the issues raised and remedies requested serve as the basis for formal commitments, obligations, and planning conditions that may be required of the Applicant, project sponsor and/or scheme contractor prior to, during, and after construction.

Yours sincerely,

Eamonn Smyth.

Date: 4<sup>th</sup> January 2023.