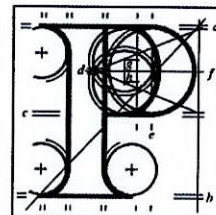


Our Case Number: ABP-314724-22



**An
Bord
Pleanála**

Paul 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

Teil
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Facs
Láithreán Gréasáin
Ríomhphost

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64 Marlborough Street
Dublin 1
D01 V902

Name : Paul Hughes

Address: 9 Berkeley Road, Phibsborough , Dublin 7, D07 W6T8

Observation Reference : Railway Order 22 (Metrolink – Estuary to Charlemont via Dublin Airport)

AN BORD PLEANÁLA	
LDG-	<u>059425-22</u>
ABP-	
23 NOV 2022 <i>o.k</i>	
Fee: € <u>50</u>	Type: <u>cash</u>
Time: <u>14.43</u>	By: <u>hand</u>

Mater Stop

Provision For a Community Fund

Provision should be made for a community fund, the impact of this construction on the property and inhabitants of the Berkeley Road area is going to be profound and largely negative nature

The community should be administered by representatives of the local stakeholders (The residents and business associations, DCC, TIA, Mater Hospital, D7 Alliance) .

Ordinary people have invested in this area in terms of their houses, their flats, their businesses – these personal and monetary investments will be on hold for the duration of the project . Another important consideration is that the lives of the people living in this area will be challenged by potential health issues such as air quality, dust and noise. Changes to our daily lives will be required to facilitate the impact of parking and access issues

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

Given the impact of this project on our area I feel that a substantial investment will be required for improvements to the public domaine Berkeley Road and street. It is important 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 proposed community gain should make provision for the purchase and renovation of the derelict site on the corner of Vincent's St and Berkeley Road, this building can be used for local community activities or as a youth club.

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 , Dust Quality, Airborne Noise

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 (Mc Swiney House, Des Kelly Site, Cross Guns site, Dalymount Park) .

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 home is directly opposite and within 30 metres of the station box, it has very shallow (if any foundations). I am concerned that the impact of the depth and the level of the boring required for the station box construction will result in subsidence and cracks. The provision of a 5 year window (postconstruction) for claims for apparent damage from the construction is too small. This area is a zoned conservation area and lack of provision for structural damage would be detrimental not only for the architectural heritage of Dublin but also for the people living in this area who cannot afford to remedy the potential damage to their homes and properties. A ten year window for subsidence damage is more appropriate.

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 such as home owners, landlords, business owners .