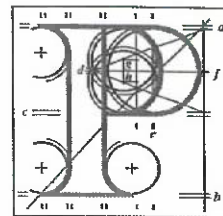


Our Case Number: ABP-314724-22



**An
Bord
Pleanála**

Suzi Taylor and G.I Taylor
32 Dartmouth Road
Ranelagh
Dublin 6
D06 EK10

Date:

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, there is no fee for an affected landowner, listed on the schedule, to make an observation on this case, therefore, a cheque refund of €50 is enclosed.

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.

Tell
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

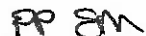
Tel
LoCall
Fax
Website
Email

(01) 858 8100
1800 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Yours faithfully,



Niamh Thornton
Executive Officer
Direct Line: 01-8737247

Tell
Glaio Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

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Dublin 1
D01 V902

32 Dartmouth Road
Ranelagh
Dublin 6 DO6 EK10

An Bord Pleanála
64 Marlborough Street
Dublin 1

12 January 2023

Site code on plans: plan no ML-P 307 O-A ML 70 U36

Re: Objection/Observation

Rail Order 2022 (MetroLink-Estuary to Charlemont via Dublin Airport)

Case Reference Number NA29N.314724

Suzi Taylor and G.I. Taylor

Please find enclosed:

Chq for €50, please supply receipt for payment of fee.

Observations on Rail Order application for planning for MetroLink.

Additional material illustrating observations.

AN BORD PLEANÁLA	
LDG-	<u>060492-23</u>
ABP-	<u></u>
16 JAN 2023	
Fee: €	Type: <u></u>
Time: <u>11.24</u>	By: <u>hanel</u>

METROLINK - BOOK OF REFERENCE - THIRD SCHEDULE
Substratum land which may be acquired

Longitudinal Section Plan No:



ML-LN O-O19

Ref. No:

ML70-U36

Plan No:

ML-P 307 O-A

Quantity, description and situation of Land	Owners or Reputed Owners and Occupiers or Reputed Occupiers
Description Substratum of land	
Situation Under 32 Dartmouth Road	Susan Taylor 32 Dartmouth Road Ranelagh Dublin 6 

Observations:

Referenced By:

L&PS

Date:

August 2022

Ref. No:

ML70-U36

32 Dartmouth Road
Ranelagh
Dublin 6 DO6 EK10

An Bord Pleanála
64 Marlborough Street
Dublin 1

12 January 2023

Site code on plans: plan no ML-P 307 O-A ML 70 U36

Re: Objection/Observation

Rail Order 2022 (MetroLink-Estuary to Charlemont via Dublin Airport)

Case Reference Number NA29N.314724

We are Suzi Taylor and G.I. Taylor of 32 Dartmouth Road. We wish to make some Observations on the proposed development of the Charlemont/Dartmouth Metrolink Terminus Project, proposed under the Railway Order 2022 (MetroLink-Estuary to Charlemont via Dublin Airport) Case Reference Number NA29N.314724. I have paid the required Fee of €50.

In general we appreciate that a metro connection from the city centre to the Airport is a worthwhile project to bring Dublin up to speed with other modern European cities. The proposed siting of a Metro terminus on Charlemont/Dartmouth Road though is misplaced planning in a domestic housing community. Our family home is directly opposite the proposed development of the Metro Terminus, the proposed Dartmouth Road Metro entrance/exit and the plans indicate tunnelling directly under our property. The proposed development would have huge implications for the local community and amenities in the area, as well as the listed Victorian houses on Dartmouth Road and their residents.

Misplaced Terminus

The Terminus should be sited in the city centre, Tara Street, serving city centre area, where there are already plans for a Metro station which could be developed further. A much more suitable environment to link passengers connecting with the Dart and Luas lines, many bus lines, and has the infrastructure of services for a travelling public, having nearby shops, cafes etc. No Study has been completed by NTA/TII as part of the Metrolink project on the most suitable location for a Dublin city centre Terminus.

Duplication of route and excessive project expenditure

There is no need to duplicate Luas and Metro lines from the city centre to Charlemont, an extremely costly and disruptive extension, locking in a south direction for a future Metro development. The implications of this new alignment is very significant to the wider community, it would involve top-down construction threatening other homes in Ranelagh area in the future. The Metrolink project would be better served by providing an axis possibilities towards UCD or Terenure to serve those areas where the Luas or Dart lines do not serve at present.

Unsuitable linking of Luas/Metro connection

There is a difficult link between the Charlemont Luas (high embankment and bridge), with ground level proposed access to the Metro system, not suitable for those with disabilities/mobility issues, luggage etc. in all weathers. For many years the Grand Canal road route has been notoriously congested. The addition of construction traffic, followed by public access to the proposed Metro Terminus, will put excessive pressure on the area. As the Luas, Dart and many bus lines already connect passengers from south Dublin to the city centre these passengers could easily connect with a future MetroLink there.

Station box on Hines site

The station box at Charlemont, as constructed in 2021/22 by Developer Hines, does not have the benefit of planning permission and has not been part of the EIA undertaken for this project. We have experienced high impact of drilling and construction in recent years (2021-3) as the Hines Charlemont site is opposite our property, where the piling apparatus was in operation a few metres from the front of our houses.

Impact on Dartmouth Road and residents

It would radically impact the community of Dartmouth Road and Square for 8-10 years while the tunnelling, drilling, piling and construction work is carried out and the road closed to regular traffic. There would also be future negative impacts on the area. The nearby houses, including our's (32 Dartmouth Road, built 1890) will not be tolerable to live in while construction is carried out. It would inflict excessively high levels of noise, vibration, dust, and possible damage to Victorian properties.

Traffic will not have access to Dartmouth Road, we would not have vehicle access to our property, or use our off street parking, or street parking near the house for an estimated 8+ years. The area would involve haul routes and vehicle holding areas for an excessive length of time.

It is vital that residential parking be reinstated as it affects 10 houses on that stretch of Dartmouth Road. The area is already short of parking spaces, the Hines site facilitates so few space for an office development for many hundreds people, that there is bound to be extra pressure on the area in the coming years as a result. There is valid concern about access for emergency vehicles -fire engines, ambulances, delivery trucks etc that would impact Dartmouth Square and Road, Cambridge Tce and surrounding roads where roadways access are closed.

Metro project piling, tunnelling and associated works.

The proposed tunnelling drilling/piling for the metro project would be much closer, for much longer than the Hines site works in recent years. The closeness of this proposed activity to our houses is not clearly indicated on plans, but would be within a few metres of the front elevation of our house. The piling machinery and processing of ground works, removal of materials etc is extremely noisy, makes the properties noticeably vibrate, and is a stressful environment to live in. These buildings were not constructed with an eye to heavy duty drilling and construction. Settlement issues which might arise from tunnel drilling under our property, could cause damage to houses, outbuildings and land are a real concern.

The road area that is proposed to be closed for years, to facilitate construction, has planned an area outside our houses on Dartmouth road as holding area for heavy trucks, with deliveries and removal of materials etc.

Impact from work schedule during proposed construction period.

The extended "working day" for the development of the proposed project is much longer than what is considered a working day, beginning very early in the day, to late in the evenings, Monday to Saturday (half day Saturday) well beyond what would be considered acceptable on a road of family homes. It will disturb sleep and rest, impact on the whole home environment, perhaps 70+ hours per week, almost double hours of the accepted working week. Add to that the set up 1/2 hour allowed each end of the day extends the time it would impact us. The TBM (boring machine) would operate 24/7 under our properties.

Our experience with the Luas embankment maintenance is that it often works outside Luas operating times, with scant regard for the people living beside and near the line sleeping at night/ early mornings

Metro station Entrance/Exit on Dartmouth Road

The proposed positioning of a metro entrance/exit right opposite our homes would mean exposing us to continuous extra light and noise, as is usually experienced around station entrances when operational, 365 days/nights annually. The entrance/exit is not suited to a quiet residential road and should not be positioned facing and in such close proximity to our houses. There is no reason why the entrance has to face in this direction, as depicted on plans. Noise would arise from surface passenger movements, with usual luggage, PA announcements, noise of escalators, lifts, rail operating noise, ventilation, local traffic, car parking and set down area, whoever is accessing the station from the south side. There is no indication of screening off entrance area.

Barriers along pavement outside 32-34 Dartmouth Road

The proposed barriers at 6.4 m only reach half way up the upper floor of the houses 32-34, leaving the upper rooms very exposed to the vibration, noise, dust pollution etc and lack of privacy from this operation.

Outdoor spaces and community

Loss of amenities to wider community, as Dartmouth Square is used regularly by a wide number of people for exercise during the working day and weekends, outdoor Yoga sessions, community events etc. The prospect of many years of not being able to use outdoor areas, our gardens etc. due to high levels of noise impacts during construction period. Bees have been kept at this property since the 1960s and pollinators of even more importance in the present time.

It is a well accepted implication of the high levels of noise, disruption, anti-social behaviour, displacement which this proposed project would inflict on the residents is harmful to health, leading to poor quality sleep and rest. The accumulated noise levels are acknowledged to elevate blood pressure and hypertension, and other cardiovascular impacts. The health impacts of prolonged exposure is a concern to those in the vicinity.

Properties impacted proximity to Metro Station

Although properties with easy access to a transport hub benefit, it does not enhance quality of life, property value or security to those in immediate vicinity. The proposed development would have impact on value of our properties, especially during the construction stage. Access to main transport is an advantage at a short distance, but being in the direct proximity to a station is negative in impact.

Assessments of properties

Facilitating of assessments, though necessary, before during and at the end of the proposed project intrude on our homes, limit the use of our outdoor space and any interim plans we may have for the property.

The long term issues of security, maintenance, insurance cover, etc require quick attention to any issues arising from impacts from site works, tunnelling etc affecting our property.

Please see additional illustrations/plans and photographs provided:

Construction proposals at 32-34 Dartmouth Road diagram showing extreme depth, proximity to properties, proximity of tunnelling under properties, restriction of footpath/access, denying off / on street parking access for construction duration, excessive height of hoarding /screen so close to the fronts of our properties, though only half way for upper floors, restricting daylight from homes, but not noise and vibration, dust etc. This will continue for 8.5 years and potentially extended beyond that if there are any unforeseen issues.

Plan of proposed Metro Entrance/Exit escalators, Set Down area and it's associated noise and light pollution impact 24/7 in close relation to our property, directly opposite the house. It also indicates direction of tunnelling under our property.

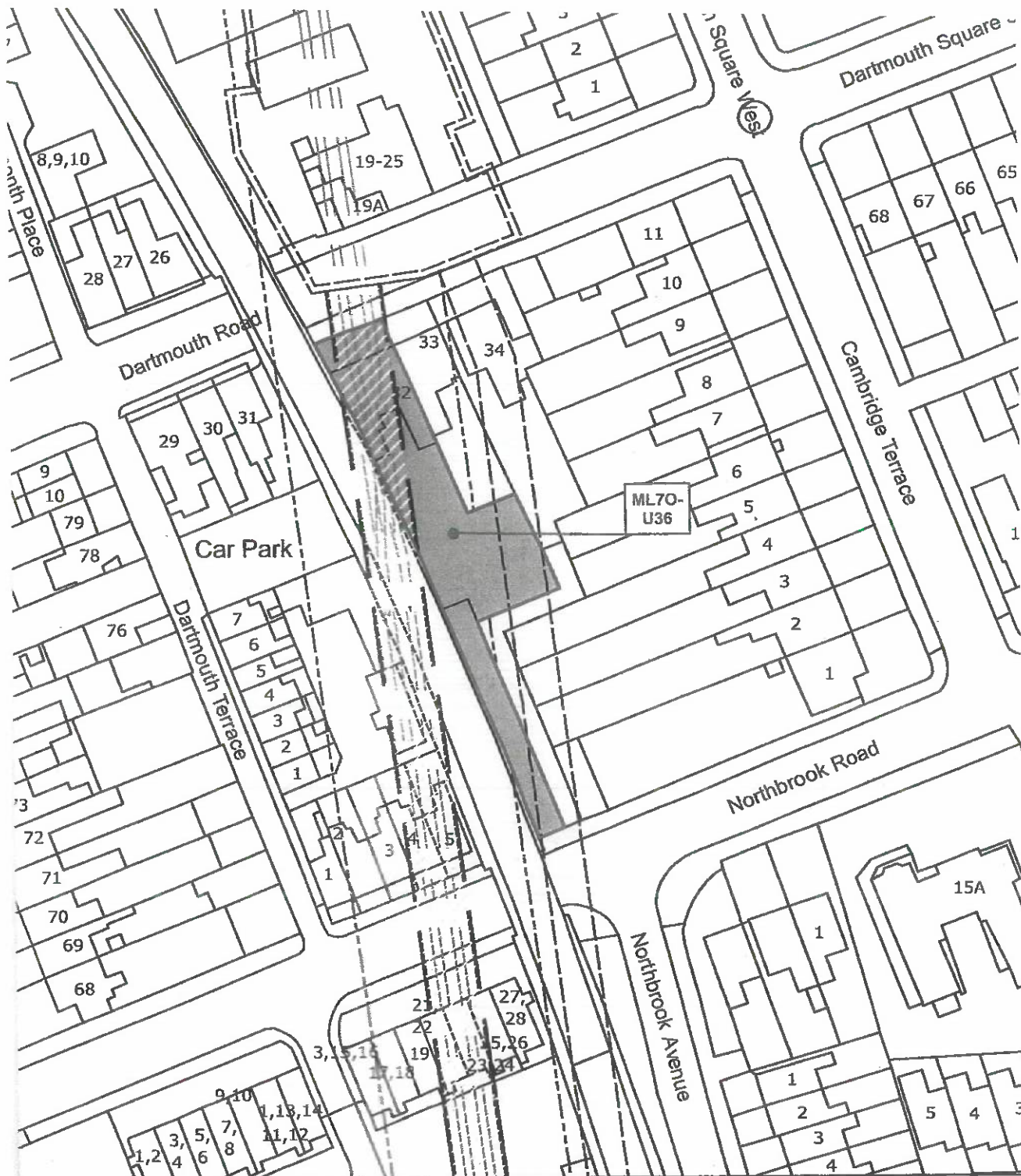
No provision indicated for screening on proposed Metro entrance/Exit escalators to reduce light and noise (operating rail infrastructure, station announcements , vents, escalators, drop off, movement of passengers with their luggage, and additional traffic to drop off areas. This would seriously impact with it's proximity to nearby homes. Needless to say an increase in litter, disturbance, security issues etc. are also of concern.

Recent photo image taken from front of our property above garage/studio roof, showing proximity of roadway, proposed entrance/exit to metro, how close it all is planned near the house facade.

Conclusion

This submission supports the request made in the general area submission to omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel. In addition to the strategic planning reasons for the omission of this section of MetroLink, this submission highlights that the EIAR fails to adequately assess impact of the development upon the houses on Dartmouth Road. The project would seriously affect the residential and other amenities of the residents of Dartmouth Road both during the construction and operational phases.

Suzi and G.I. Taylor
32 Dartmouth Road
Ranelagh. DO6 EK10

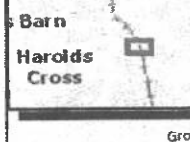


For railway order drawings associated with this,
please see the following drawing(s):
ML1-JAI-BOR-ROUT_XX-DR-Y-01098
Plan Number: ML-P 307 O-A
Area: m2

Ground level to crown of tunnel (m) - 24
Ground level to track (m) - 30.7

DRAWING LEGEND

LAND TAKE REFERENCE NUMBER	EXTENT OF PROPOSED ACQUISITION OF LAND
LAND TAKE REFERENCE NUMBER	EXTENT OF PROPOSED ACQUISITION OF SUBSTRATUM LAND
WAYLEAVE REFERENCE NUMBER	EXTENT OF WAYLEAVE / RIGHT OF WAY TO BE ACQUIRED / EXTINGUISHED
TEMPORARY SITE REFERENCE NUMBER	EXTENT OF PROPOSED TEMPORARY SITE
POSITION OF METRO RAIL TRACKS	
POSITION OF METRO RAIL TRACKS (UNDERGROUND)	
EXTENT OF METRO TUNNEL	
EXISTING BASEMENT REFERENCE NUMBER	EXISTING LIGHTWELL (MAY BE AFFECTED OR ACQUIRED)
	EXISTING BUILDING FACADE
	EDGE OF EXISTING PAVEMENT
EXISTING BASEMENT BENEATH - MAY BE AFFECTED OR ACQUIRED	
EXACT EXTENT OF BASEMENTS TO BE CLARIFIED	



REVISION

P01

TII
TII Engineering Services

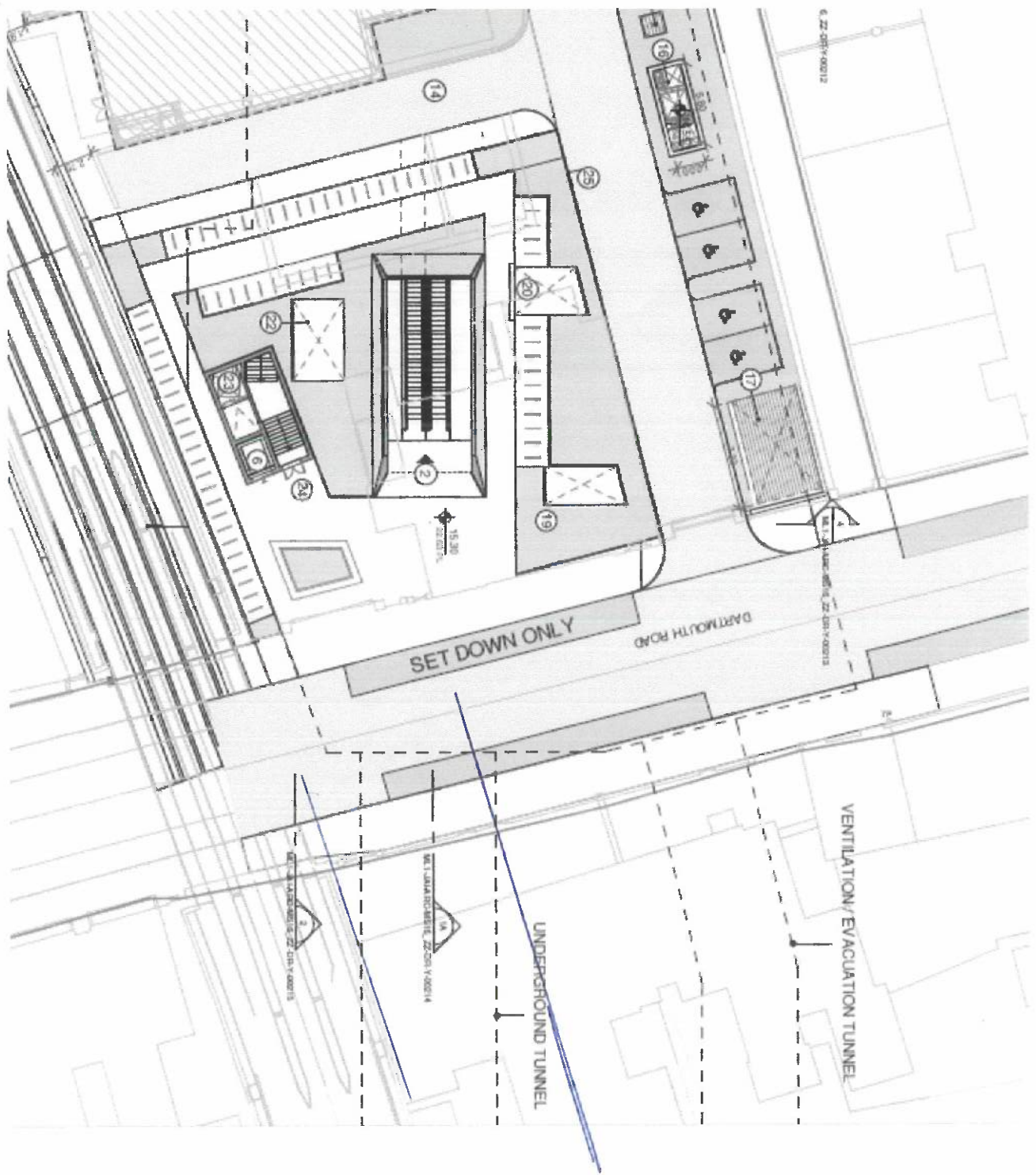
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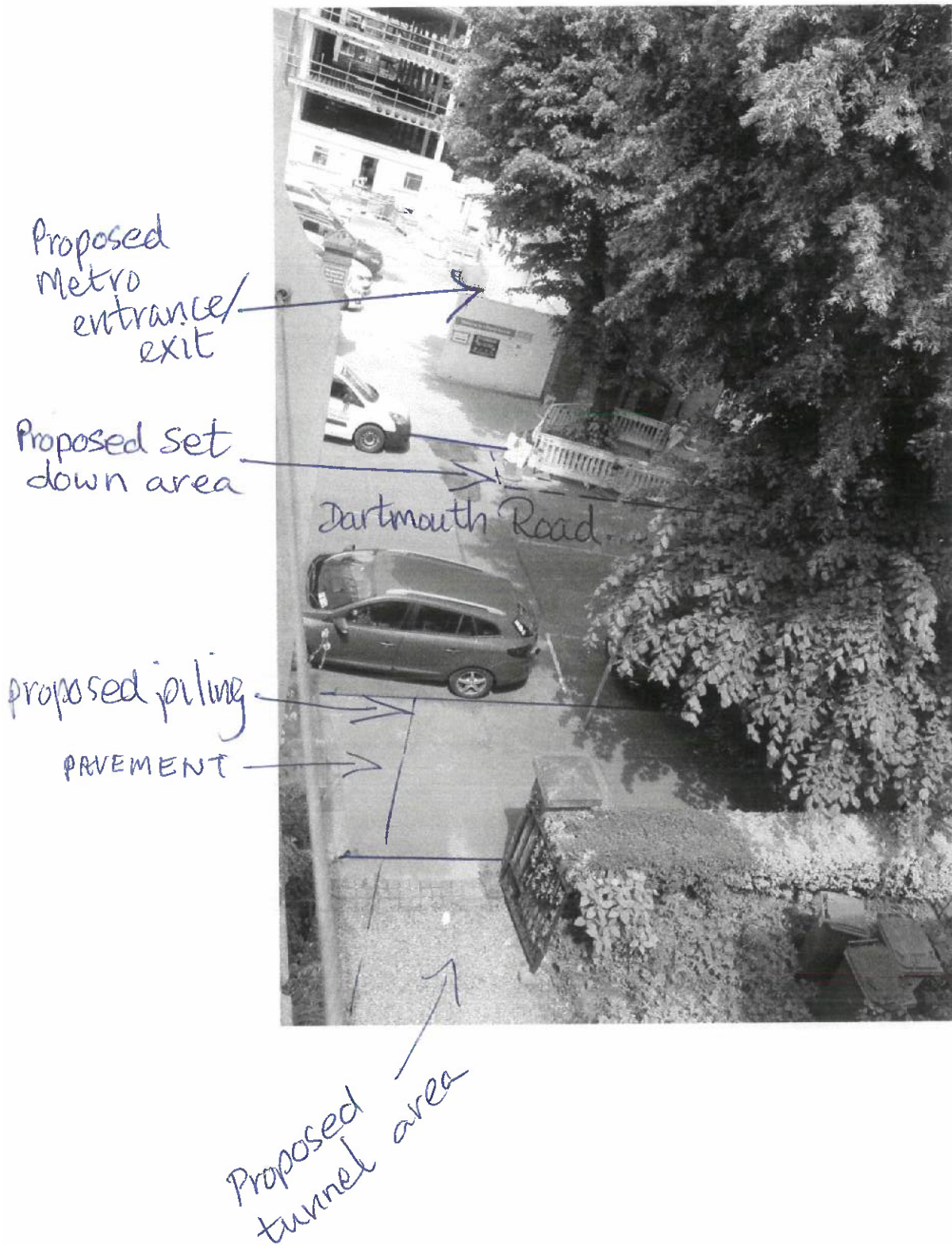
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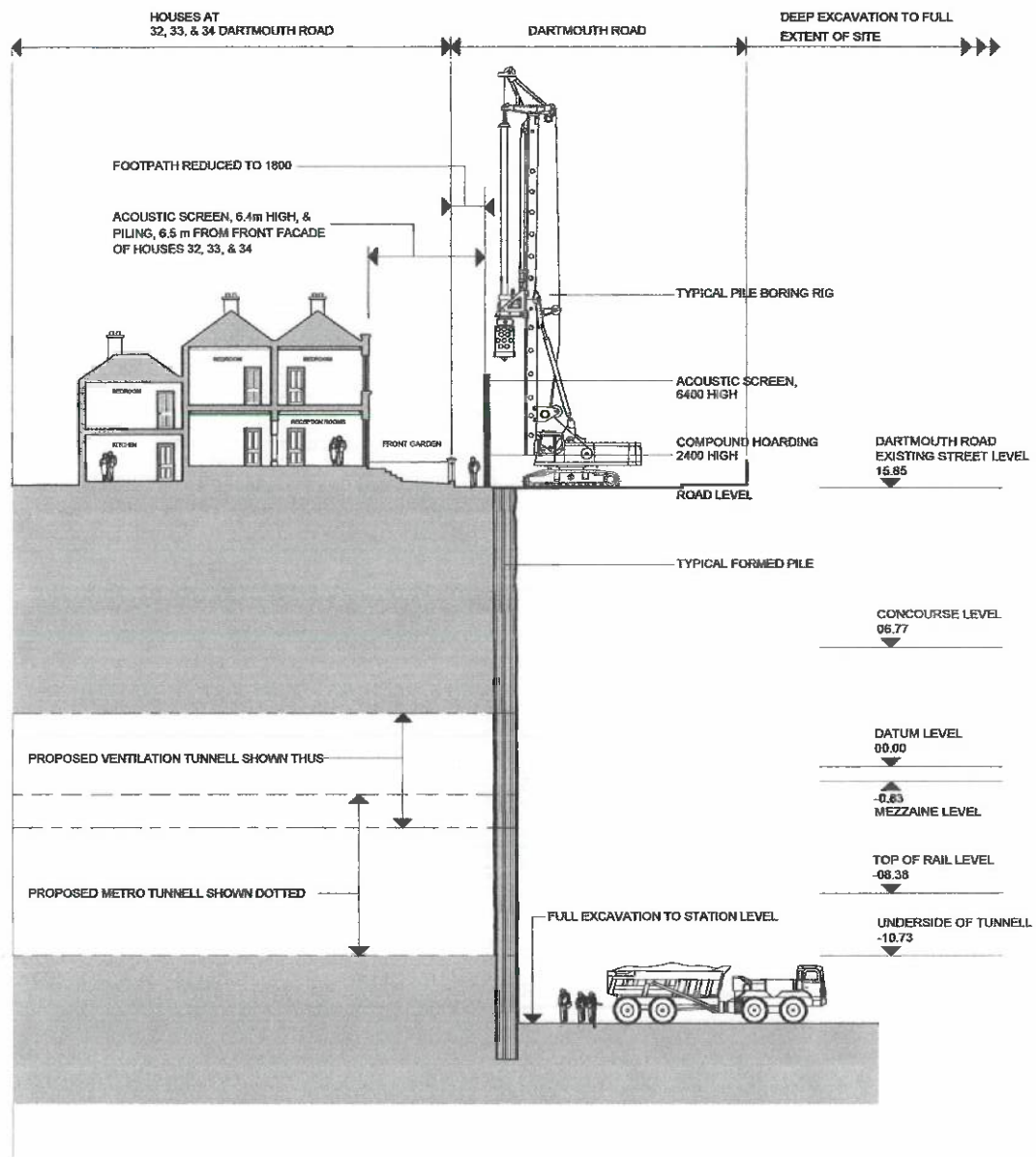
SCALE: 1:1,000 @A3

AREA NUMBER:





Front of 32 Dartmouth Road
indicating proximity of
tunnel and Metro entrance/exit
relating to plans.



CONSTRUCTION PROPOSALS AT 32 TO 34 DARTMOUTH ROAD;

- EXTREME DEPTH OF EXCAVATIONS,
- PROXIMITY OF CONSTRUCTION PILING RIGS, AND PILES,
- PROXIMITY OF METRO TUNNELL AND VENTILATION TUNNELL,
- RESTRICTED FOOTPATH, REDUCED TO 1.8m, FOR CONSTRUCTION DURATION
- EXCESSIVE HEIGHT OF HOARDING AND SCREENING, 6.5m, FOR CONSTRUCTION DURATION