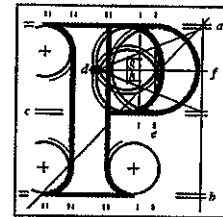


Our Case Number: ABP-314724-22



**An
Bord
Pleanála**

The CMCCG Action Group C/O Sabine Klingner
65 Dunmanus Road
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.

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.

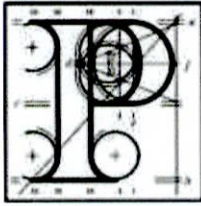
Yours faithfully,



Niamh Thornton
Executive Officer
Direct Line: 01-8737247

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

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



An
Bord
Pleanála

Observation on a Planning Appeal: Form.

Your details

1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

Your full details:

(a) Name

Sabine Klingner (working at 1GQ Dublin 2 and frequent user of Markievicz Sports and Fitness Centre)

(b) Address

65 Dunmanus Road, Dublin 7.

Agent's details

2. Agent's details

If you are an agent and are acting for someone else on this observation, please also write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Click or tap here to enter text.

(b) Agent's address

Click or tap here to enter text.

AN BORD PLEANÁLA
LDG- 060535-23
ABP-
16 JAN 2023
Fee: € 50.00 Type: casual
Time: 17.04 By: hanej

Postal address for letters

3. During the appeal process we will post information and items to you or to your agent. For this observation, who should we write to? (Please tick ✓ one box only.)

You (the observer) at the
address in Part 1

☒

The agent at the address
in Part 2

☐

Details about the proposed development

4. Please provide details about the appeal you wish to make an observation on. If you want, you can include a copy of the planning authority's decision as the observation details.

(a) Planning authority

(for example: Ballytown City Council)

Dublin City Council

(b) An Bord Pleanála appeal case number (if available)

(for example: ABP-300000-19)

NA29N.314724.

(c) Planning authority register reference number

(for example: 18/0123)

Click or tap here to enter text.

(d) Location of proposed development

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

5

1

Observation details

5. Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below or you can attach them separately.

Please refer to attached document.

Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

Fee

7. You **must** make sure that the correct **fee** is included with your observation. You can find out the correct fee to include in our [Fees and Charges Guide](#) on our website.

This document has been awarded a Plain English mark by NALA.

Last updated: April 2019.



Sabine Klingner,
65 Dunmanus Road,
Dublin 7
16th January 2023

An Bord Pleanála,
64 Marlborough Street,
Dublin 1
16th January 2023

A Chara,

We are writing in regards to the proposed construction of the Metro Link in perpendicular the construction of underground Tara Station, which requires demolitions of the following buildings:

- **College Gate Apartment Building – 70no. good quality apartments part of Dublin City Council (DCC) social housing and private ownership,**
- **DCC Markievicz Sport and Fitness Centre, recently refurbished in 2014.**
- **8 no. Duplex social housing also owned by DCC.**

Outline of the proposed development for Tara Station of the Metro Link consists

“Tara Station is located to the south of the River Liffey within a triangle created by Tara Street, Townsend Street and the curved Dart line linking Connolly and Pearse Stations which is elevated on a brick arch structure at this point.

Tara Station will be located alongside the DART railway line, aligned in a north-west to south-east direction. The station box is constrained by Poolbeg and Townsend Street and has been designed to fit into this space. The north-west end of the station box lies between the junction of Tara Street and Poolbeg Street, the alignment crosses Luke Street, and the south-east end is confined by Townsend Street. Tara Station will act as a multi-modal interchange station between Metrolink and DART railway line. The main point of interchange between the two stations will be via the southern entrance to Tara Station. Tara Station is designed as an underground cut and cover station, which will require the demolition of existing built structures over the alignment, comprising an office building Ashford House on Tara Street, a four-storey office building on Poolbeg Street, residential properties at 22 Luke Street and Nos. 24 and 26-32 on Townsend Street, and the Markievicz Leisure Centre including College Gate Apartments. TII will replace the leisure centre at another site.

As part of the proposed Project, the public realm at ground level will be modified, with the creation of a new pedestrianised street linking Townsend Street, Luke Street and Poolbeg Street along the alignment of the metro. The area above the station is to become an open plaza with green space, including several skylights to let natural light into the mezzanine level. There will be 256 cycle spaces at Tara Station.

In addition, there will be a temporary construction compound and associated utility diversions related work.”

INTRODUCTION

Firstly we wish to state our general support of the Metrolink project, as a significant improvement to Dublin's public transport network, with a direct link to the Dublin airport.

However we take issue with Transport Ireland's proposals in the Rail Order for Tara Station, which will result in loss of city centre housing for 150 residents, during Ireland's ongoing housing crises. We therefore request that the retention of the College Gate / Markievicz building be conditioned as part of any future planning consent for MetroLink and indicate options, as to how this may be achieved

The demolition of 70no. apartments and 8no. duplexes, of which are in good condition, will have a drastically negative impact on the lives of the soon to be uprooted residents, many of whom are socially deprived families and elderly citizens on low income. The surrounding community will also suffer. Men, women and children working and living in the area will lose the only publicly owned swimming pool left in Dublin's Inner City. The Countess Markievicz Sports and Fitness Centre is an invaluable recreational resource for the close-knit community around Lombard and Townsend Street, not to mention the vast amount of people commuting in and out of the vicinity for work every day. A significant amenity in the Dublin 2 area, supporting serious athletes to keep-fit pensioners and everyone in between, planned for demolition... but there are alternative solutions, which we illustrate overleaf.



College Gate apartment building with Markievicz Sports and Fitness Centre at ground floor level (Google Street View)

OPTION 0

In appendix M of the Metrolink Preferred Route Design Development 2019, Jacobs IDOM, which was not included in the Railway Order, alternative route options are explored. This report concludes that OPTION 0 is the preferred option. The option with the lowest construction costs, safer to build but highly disruptive to the lives of the existing residents of the College Gate Apartment complex. Also highlighted in the report, for this option is that following construction of the Metrolink station, the above ground space will be available for re-development. We therefore request that if OPTION 0 is granted approval, conditions be placed on the planning consent for any future development at Tara Station, so that it is mainly residential in use and that of 70 apartments be provided for the owners of existing accommodation in College Gate. We also request that the Markievicz public swimming pool and leisure centre be re-accommodated on this site.

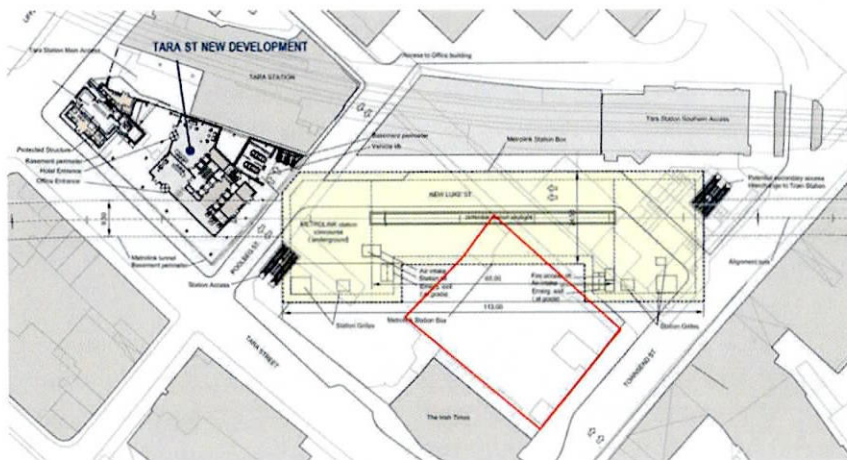
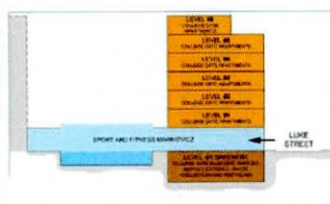


Figure 9 – Preferred Route and Tara Street Interchange Station

There is a potential to build multiple stories higher than the original development given that the site is situated within the Docklands Strategic Development Regeneration Zone (S.D.R.A 6). The fact that Ireland is in the depths of a housing crisis should be more than enough argument for this essential housing stock to be replaced and increased. Providing apartments for the existing residents and additional inner city living spaces in line with the new Dublin City Development Plan Chapter 5 Quality Housing and Sustainable Neighbourhoods and the Governments 'Housing for All' policy.



Figure 6 – College Gate Apartments and Markievicz Centre



ALTERNATIVE DESIGN STRATEGIES FOR TARA STATION

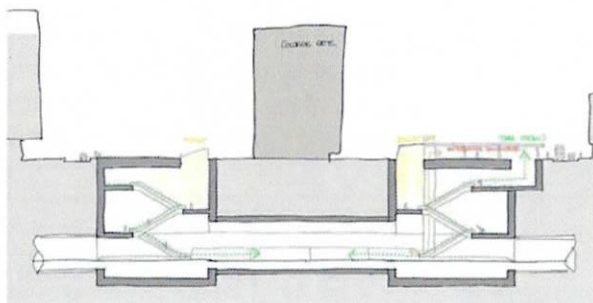
We would ask that if An Bord Pleanála deems it appropriate to condition the retention of the College Gate / Markivicz Building for the reasons given above the following alternative design strategies (options) as explored by Preferred Route Design Development Report by Jacobs IDOM may be adopted to successfully mitigate all Risks and Constraints raised by the design team.

OPTION 4

Option 4 of the Preferred Route Design Development Report by Jacobs IDOM was intended to remove the need for the demolition. Outlining the potential to mining underground, beneath the apartment block and leisure centre. TII mentions concerns regarding noise, vibration and safety during the construction process and having to re house the inhabitants of College Gate during the works:

“Construction of the two shafts would lie very close to the College Gate structure due to the space constraints of the site. As such, shaft construction and also the mined section between the shafts would produce noise and vibration during excavation work and *disturbance is likely to residents* during construction. The College Gate foundations are constructed on piles and there *could be* interference with the mined tunnel section where it would pass under the edge of the existing building, resulting in more construction disturbance.”

Surely this level of disturbance would be tolerable for the residents if they were to keep their homes. Issues regarding noise and vibration have been resolved in similar projects in major cities across the globe. We do not underestimate the level of engineering expertise required for this type of development; we do feel there are alternative sites, which could be re-considered.



OPTION 3.5

The PRDDR report outlines OPTION 3 as having a direct impact on the existing large sewers along Townsend Street (including a 2.4m circular brick foul sewer and 1.2m circular concrete foul sewer) which would require diversion; a significant engineering challenge in this built-up area and an important constraint on this option. Merging option 3 and 4 of the PRDDR is another potential solution. Shifting the excavation southwards with the southern entrance to the Metrolink becoming the northern entrance. Adopting similar construction methodology of option 4, the main cause for concern in option 3 (disruption of diverting main sewers) could be mitigated.

We feel that the re-consideration of Option 4, including aspects of Option 3 could prevent the need for the demolition of Countess Markievicz Sports and Fitness Centre and College Gate Apartments, saving an essential amenity and invaluable housing stock for the people of Dublin

Signed:

A handwritten signature in blue ink, appearing to read 'Sabina Marguerite', with a stylized flourish at the end.

The CMCCG Action Group