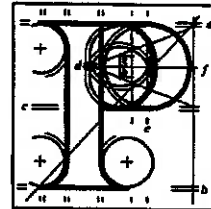


Our Case Number: ABP-316119-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Adam Harrington
275 Landen Road
Ballyfermot
Dublin 10
D10 R889

Date: 01 June 2023

Re: DART+ South West Electrified Heavy Railway Order - Hazelhatch & Celbridge Station to Heuston Station,
and Hesuton Station to Glasnevin
County Dublin and County Kildare

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 refund of €50 will be made to the credit/debit card used to make the online observation.

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,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

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64 Sráid Maoilbhríde	64 Marlborough Street
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Planning observation of Dart+ South West project (308826) and its impact on:

- **CPO for substratum land rights**
- **Noise and Vibration**
- **Local Transport**
- **Boundary Walls & access to sunlight**
- **Rats and vermin**

Property reference: DSW.18832.S.94 (275 Landen Road)

Context

My house backs onto the railway line and suffers from noise with each passing train, soil anchors are proposed and mature established trees acting as a buffer are likely going to be removed. Irish Rail have not engaged much with us to answer questions or provide assurances which is a shame.

Although I support the infrastructure upgrade in principle, there are serious concerns with the plan as designed and I feel more work is needed on minimising impact for neighbouring properties such as mine.

Further, I really believe the absence of a station to serve the area shows a general disregard for our community despite our sacrifices over the coming years to facilitate the infrastructure upgrade as well as the long-term impact of more frequent trains passing.

CPO for substratum land rights

It is very unclear whether this affects the freehold folio on my property, the resale implications or the implication for current and/or existing buildings. We have also been given verbal assurances from Irish Rail (via local community groups and representatives) that there is no actual compulsory purchase of land rights which seems contrary to the documents we have been issued. All of this has added confusion and uncertainty and makes it very difficult to trust in the process or to know in what precise way we are to be impacted or compensated.

Noise and Vibration Operational Phase concerns

I would argue that the provision of noise barriers and noise insulation, as well as the nature and appearance of the same is of critical importance to whether these plans should be granted.

There are no specifics about whether our property would be given any noise protection: "Mitigation measures have been identified and include installation of noise barriers and in some limited cases noise insulation." (EIAR Non-Technical Summary)

Currently we experience noise and shaking when a train passes. It is enough that we have to pause our conversations until a train has passed because we cannot communicate over it. The only thing that makes this tolerable is that there are barely a handful of trains per hour,

significant increases to capacity without noise mitigation run the risk of making life in our house very difficult.

The EIAR also states that peak noise and vibration levels will not be increased, although worth mentioning it really misses the issue because peak noise is already really high.

Noise and Vibration construction phase

We have a baby, less than a year old, who sleeps in the back bedroom (facing the tracks) and on nights where there are works we have floodlights pointed right into her window and loud works for the night, but usually it wouldn't be for more than one night at a time. The idea of this being uncontrolled, 24/7 for as long and as often as Irish Rail decide is very worrying.

I believe the EIAR downplays the impact of construction noise while maximising the working hours available for the project (essentially all day, all night for months). I would like to see some serious work put into estimating work required and oversight to ensure efforts are made to minimise disruption to residents as an equal or higher priority to other construction considerations (efficiency and cost effectiveness etc.).

Noise and Vibration assessment concerns

The EIAR claims to have measured noise at 18 locations but provides no details about the nature of the locations selected to be assessed and whether they are truly representative. For example:

- Some houses are closer to the tracks
- Mid terrace properties will have different reverberation to end-of-terrace properties with gaps between the buildings
- Some properties have trees acting as a buffer which will not exist once works commence, there is no way their baseline could be said to stay the same.

At a local meeting that Irish Rail were invited to (and elected not to attend) there was scepticism about this process and whether the 18 locations were selected using fair selection criteria and whether any (or many) of them were on Landen Road itself.

Unless more details can be provided I worry that the EIAR may have been designed to paint a simpler and happier picture of the project just to give the appearance of good faith.

Local Transport

The plan asks a lot of residents in this area and offers nothing in return. Irish Rail have said that the addition of a station for the Ballyfermot area at Kylemore or Sarsfield Road are out of scope but that they may be created in the future. Frankly that's absurd, the plan is for Dart+, any additional stations should be a part of the plan if they are to be seriously considered.

The increased capacity would be far easier to bear if the service was extended to residents of this area, as it stands our community is paying the price for benefits only seen by those further out just as was the case with Bus Connects.

Boundary Walls & access to sunlight

The plan states that retaining walls up to ten metres may be installed. 10m is quite massive and would completely overshadow our gardens and houses, if this is the case we would need to know about it in detail now but the plans are very vague in this regard.

A ten metre wall cannot be absolutely necessary and I have to wonder what alternatives were considered and not selected for the plan (lowering the tracks, other means of support etc.).

Rats and vermin

There are significant and well-founded concerns over an increase in rodent activity caused by disruption to their habitat during the construction phase. Ballyfermot has seen many large scale works in recent years with displaced rats moving to infest neighbouring properties. The EIAR makes no mention of this however and it is a glaring omission, showing either a lack of understanding of the area or a lack of thoroughness; either way that is very concerning.

There should be a plan in place to mitigate the risk to local residents from displaced rats and it should include guidance for the enforcement and monitoring committee. Without this, the plan seems incomplete.

Regards,

Adam Harrington

275 Landen Road,

Ballyfermot,

D10 R889

Tel: [REDACTED]