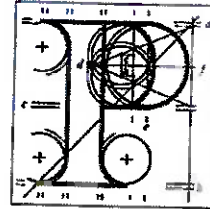


**Our Case Number:** ABP-316119-23

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Leonard Hayes and Julien Joly  
110 Kilmainham Square  
Dublin 8  
Dublin 8

**Date:** 07 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 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

**Tel**  
Glao Áitiúil  
**Facs**  
Láithreán Gréasáin  
Ríomhphost

**Tel** (01) 858 8100  
**LoCall** 1890 275 175  
**Fax** (01) 872 2684  
**Website** [www.pleanala.ie](http://www.pleanala.ie)  
**Email** [bord@pleanala.ie](mailto:bord@pleanala.ie)

64 Sráid Maoilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

15th May 2023

LEONARD HAYES  
JULIEN JOLY  
# 170 Kilmainham Square  
DUBLIN 8  
D08E9P5.

AN SÚRÓ PLEANÁLA	
LOG-003682-23	
AS2	
16 MAY 2023	
Fee € 50	Type: LHO
Title:	Post

DART + SOUTH WEST RAIL

Dear Sir/Madam,

We participated in the public consultations to date and made the attached recommendations.

We have received no communication from Irish Rail.

We requested a noise + vibration monitor on our balcony and this never happened.

We are gravely concerned by the impact of the works from this project, sound, noise, vibration, especially at night and especially as we are a low floor apartment.

We are gravely concerned about the increase in noise pollution, vibration, chemical pollution and structural

damage to our apartment during  
the works and on completion of same.

At the very least we request a  
sound barrier, the full length of  
our apartment development during  
the works and post works / completion.

As I am a ground floor apartment  
I should expect <sup>of</sup> lessening from  
road ~~part~~ + sound engineer testing  
vibration  
on my balcony #110 at the very least to  
start a program.

Please, please review my submission  
as we believe there is grave risk  
here.

The 'Attachments' on the print-out attached  
can be forwarded to you @ your request.

We can be contacted on:

[REDACTED]

[REDACTED]

[REDACTED]

X *Leon Byers*  
*Julien D.*

K12 Sp

To: An Board Pleanála

***1. A soundproof canopy as an extension of the new bridge on the South Circular Road to cover all track lines in front of the Old Chocolate Factory creating in effect an extension of the existing Tunnell under the bridge.***

2. A soundproof and vibration proof barrier on the retaining wall along the whole length wall at the Old Chocolate Factory , Kilmannham Square .

3. Composite track implementation, Anti-vibration mats, Anti-vibration blankets, Insulating chambers, Under sleeper pads, Silent track tuned rail dampers and all other sound proofing and vibration reduction options please, to be considered

**I attach:**

The Global Railways review for Europe 2016.

European Commission report 2017.

Reducing railway noise pollution study 2012 Europe.

**I further urge you to google:**

'Railway noise & vibration reduction solutions Europe' and this will throw up endless studies, programmes and solutions implemented by other European countries to reduced noise and vibration for residents who live along railway tracks. Other European countries spend **Millions and Millions** of Euros mitigating this impact for homeowners and residents.

i invite you and indeed implore you to research all these sound and vibration mitigation measures implemented in other European countries and indeed on our near neighbour's railway networks in the UK.

**Here is a German book available online:**

Print on demand book. Noise and Vibration Mitigation for Rail Transportation Systems Proceedings of the 9th International Workshop on Railway Noise Munich Germany 4 8 September 2007 by SchulteWerning Burkhard printed by Springer

**FROM THE 2012 STUDY as attached above - SEE PAGE 58 - FIGURE 15.**

**Figure 15: Tata Steel SilentTrack tuned rail dampers**

**Source:** Tata Steel; images from product brochure.

Tata Steel offers the 'SilentTrack' tuned rail damper system (see Figure 15), with a noise reduction of 3-7 dB. The rubber at both sides of the metal rail causes the noise reduction. Over 200 km of SilentTrack are in operational use around the world, including the Netherlands, Germany and the UK.

Trackside barriers can also be used to reduce noise levels [Hemsworth 2006], [Thompson and Gautier 2006], but rail dampers can make barriers and screens unnecessary [van den Dool 2007].

The VONA project also developed optimised rail pads which reduced noise levels by 3-4 dB [Thompson and Gautier 2006]. Rail pads were also developed in the Silent Track

ad [Thompson and Gaudier 2000]. Rail pads were also developed in the Shent track project, reducing noise levels by 2 dB.

Saargummi and CDM offer a range of resilient rail pads designed to damp noise and vibration; CDM and Getzner Werkstoffe offer under-sleeper pads and ballast mats and a range of solutions for slab track and embedded track systems [Licitra 2006].

Pandrol's VANGUARD uses resilient padding to attenuate noise, but also supports the rail at the web to prevent rail roll. This system is used in the London Underground (Victoria Line) and the Channel Tunnel Rail Link, for example, and recently in the new development of Belgrade Central where vibration reduction was a key consideration. When tested in Hong Kong's MTRCL test track on plain slab track, the VANGUARD system reduced average noise levels by 7.3dB in the 20Hz-500Hz range; and by 13dB in the 40Hz-80Hz range. These tests showed even greater noise reduction was possible by using the VANGUARD on an Isolated Slab Track (IST); IST has a rubber ballast mat and is easier to install than floating slab track, but is not as effective.

<sup>21</sup> Innovatieprogramma geluid (IPG) voor weg- & spoorverkeer  
[<http://www.innovatieprogrammageluid.nl/>].

We look forward to future communication for consultations with residents and next stages in due course and please let us know in plenty of time.

Thank you,

Sincerely yours,

Leonard & Julien.

Sent from [Outlook](#)



railway\_noise\_in  
\_europ...nal.pdf



IPOL-  
TRAN...EN.pdf