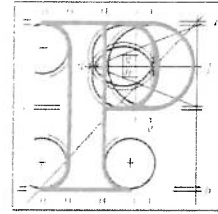


**Our Case Number:** ABP-314724-22



An  
Bord  
Pleanála

Niall Parsons  
1 Dartmouth Square  
Dublin 6  
D06 XN50

**Date:** 10 October 2024

**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 letter in relation to the above mentioned case. The contents of your letter have been noted.

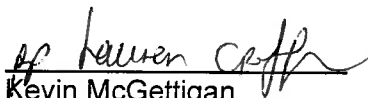
Please be advised that those who have already paid €50 are not required to pay the €50 fee associated with this Further Information submission, a refund will be issued to the debit/credit card used to make payment for this submission.

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 relation to the matter please contact the undersigned officer of the Board at [laps@pleanala.ie](mailto:laps@pleanala.ie)

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

  
Kevin McGettigan  
Executive Officer  
Direct Line: 01-8737263

RA03

<b>Tel</b>	<b>Tel</b>	(01) 858 8100
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<b>Facs</b>	<b>Fax</b>	(01) 872 2684
<b>Láithreán Gréasáin</b>	<b>Website</b>	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
<b>Ríomhphost</b>	<b>Email</b>	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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

Niall Parsons

1 Dartmouth Square,

Dublin 6, D06 XN50

The Secretary, An Bord Pleanála,

64 Marlborough Street,

Dublin 1, D01 V902

Date : 08.10.2024

**Re: Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022**

**Case Reference Number NA29N.314724**

Dear Sir/Madam,

My name is Niall Parsons and I am the owner of the residence at 1 Dartmouth Square, Dublin 6, D06 XN50. The property is located on the corner of Dartmouth square and Dartmouth Road.

TII have details of my ownership. Ref letter to me TII Metrolink Ref ML0102 dated 01.02.22. I have been issued with and have received the documentation issued by TII.

I am writing with regard to the proposed development of a Terminus for the MetroLink project at Charlemont, Dublin 6, under the Railway Order 2022

(MetroLink – Estuary to Charlemont) Ref No NA29N.314724.

Firstly, in general, I am in favour of the broad aim of the MetroLink Project to connect Dublin's city centre to our national airport. However, as the owner of a residence in the Dartmouth/Charlemont area, I wish to set out a number of observations for the Board regarding the proposal to locate the Terminus station at Charlemont-Dartmouth.

I have previously submitted my observations to ABP on 15.01.2023

I have paid the required fee of €50.

My property, No.1 Dartmouth Square, D.6 is a Protected Structure, a residential property, and is in the midst of the community where the Terminus station is proposed to be located. No. 1 is located on the corner of Dartmouth Square West and Dartmouth Road.

I wish to make the following further observations on the application:

Please refer to observations No. 8 and 9 in my letter regarding property issues.

Please also refer to the Submission of observations submitted to ABP in 2023 and prepared by professional planning consultants - McCabe Durney Barnes engaged by the residents of Dartmouth Square West. Section 6. Property Issues Copy extract attached

In my letter I raised the issue of the impact of the proposed development at Charlemont on property values of Dartmouth Square West and of No. 1 in particular .

‘Residential Properties on Dartmouth Square West, in particular, will be adversely affected by the location of a Terminus MetroLink station at Charlemont.

No. 1 Dartmouth Square, my property, will be affected by the location of the vast Southern Entrance Plaza and the Tunnel Ventilation Exhaust ducts located behind the boundary wall.”

TII have responded with a general answer that did not address the issues I raised. TII stated :

‘TII do not agree that the development will have a long term negative affect. In fact there is evidence to suggest that property values will increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step.”

‘Based on the analysis and assessment undertaken by TII, with mitigation measures in place, there will not be a significant impact on the residents of Dartmouth Square West”.

TII Response
<p>Responses (9) above, and (13) and (18) below outline the predicted environmental impacts with regards to noise and vibration, and amenity, while responses (10) and (11) summarise the assessed traffic and pedestrian impacts. TII would note that as explained by response (11) above that in overall terms Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips.</p> <p>TII do not agree that the development will have a long term and permanent negative affect. In fact there is evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step. The benefits of the project for all communities along the MetroLink route are described in Chapter 3: Background to the MetroLink Project, section 3.4 MetroLink Response to Challenges.</p>
<p>Based on the analysis and assessments undertaken by TII, with mitigation measures in place, there will not be a significant impact on the residents of Dartmouth Square West.</p> <p>The southern entrance plaza, acknowledged to be directly to the rear of No 1 Dartmouth Square West, will replace an industrial site that has existed previously at this location, noting it has been designed to the highest standards to create a high-quality urban environment. As outlined by response (11) above, there will be no long term significant effects in terms of pedestrian movements in the area. Further it is noted that station entrances are transient areas for passengers entering and exiting the station. These activities are not the source of significant noise generation and form part of the existing soundscape in the existing prevailing environment. It is acknowledged footfall increases will increase the vibrancy of the station entrance, however this activity does not constitute a significant noise source.</p>

I am not in agreement with these statements. There has already been and will be further negative impact on the property values of the houses on Dartmouth Square West.

Since it was announced that there would be an intermediate MetroLink station at Charlemont, that has since changed to be the Terminus station serving the Southside of Dublin, the property market value on Dartmouth Sq. W. has been affected. Uncertainty about such a development has affected the property values.

This will be further affected during construction of the station ( ~2025-2038) and when it is in operation ( ~2038). Nos.1 will be particularly affected by this development.

During construction, Dartmouth road will be closed for 5-6 years for deep station excavation and build. Dartmouth Sq W. and an adjoining section of Cambridge Terrace will be closed for 18 months for major utility diversions.

There will be a major impact on the residential property on Dartmouth Road by the proposed development, particularly on those houses facing the site of the Metro station southern entrance. I understand that professional valuation reports have been commissioned by residents there and have been submitted to ABP and TII clearly confirming the negative impact of the proposed development on the property values of these properties.

The adverse impact of this development also extends to the loss of amenity for the wider community changing a quiet residential neighbourhood into a noisy, busy, congested major transport hub.

#### Conclusion Property Issues :

- The development has already and will inevitably impact negatively upon the 'value of property'.
- There will be a significant 'devaluation in property' and the Board must refuse this element of the railway order.
- Owners' costs of engaging in the process should be borne by TII.

I would be glad if ABP could consider the above observations . Furthermore, I request the following amendments to the proposal :

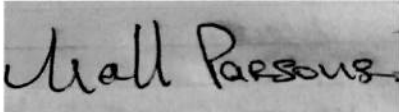
1. Omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel

Specifically the Charlemont station should not form part of the rail order as it will severely and demonstrably adversely affect the residential amenities of the Dartmouth Square residents both during the construction phase and the operational phase.

2. Require the submission of a railway order for a section from Tara Street Station to St. Stephens Green which would effectively provide for a terminal hub station that can integrate with the Luas Green Line, multiple bus routes and future DART underground.

3. The deep construction proposed to construct the Charlemont Terminus Station immediately adjacent to residential houses is wholly inappropriate and will result in a very severe loss of amenity and devaluation of property.

Yours sincerely,

A handwritten signature in black ink on a light-colored background. The signature is written in a cursive style and reads "Niall Parsons".

Niall Parsons