



Caitriona Shaffrey
18 Dartmouth Square
Ranelagh
Dublin 6

Date: 10 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

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18 Dartmouth Square,
Ranelagh,
Dublin 6
10th January 2023

An Bord Pleanála
64 Marlborough Street
Dublin 1.

Re: *Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022*
Case Reference Number **NA29N.314724**

Dear Sir/Madam,

My name Caitriona Shaffrey and I live at 18 Dartmouth Square, Ranelagh, Dublin 6.

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. I have paid the required fee of €50.

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 a resident living 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.

Key Submission Points

Since the original "emerging proposed route" from Swords to Sandyford was first proposed, there have been a large number of factors which have had a modifying effect on the proposed route:

- 1) The original study was done on the basis of Swords to Sandyford : there has been no major study done on the proposed terminal at Charlemont. For something so vital to the success of Metrolink : in my view, this is a very serious omission.
- 2) Since the initial proposals have been published, there has been very substantial increase in proposed housing developments to the west of Dublin including the proposed "City Edge" development which is for circa 40,000 units. In order to keep costs down, these units are proposed to have NO underground car parks and they state :
"while the area is served by the Red Luas line, buses and a rail station at Park West, growing the area will require the development of the Lucan Luas line which is included in the **Greater Dublin Transport Strategy** as well as a new rail station at Kilmore, a new Luas stop on Naas Road and potentially a new Luas line to Kimmage. " (source : Irish Times report 17 August 2022)
It is inconceivable that this new development will not be linked into the new Metro.

- 3) The original proposal was to utilise part of the Luas Green line in order to build the new Metro line : that the green line would terminate at Charlemont. It would appear that the population on the south side would not merit putting the Metro underground and therefore that the principle used would be to have 5km of cut and cover or retained sections. While this proposal appears to be in abeyance, the idea of cutting off these communities by having a track bisecting areas which have had orbital roads for many hundreds of years is most reprehensible : in every draft development plan, the " 15 minute " city is touted : to cut off areas in this way does NOT give this 15minute framework to communities.
- 4) The Luas is an incredibly successful piece of infrastructure – but there is another factor not spoken of : in Sandyford, there are several " Park and Ride" carparks which are almost always full : it is presumed that these people drive from another area (west Dublin?) in order to take the Luas. There is then a huge exodus from the Luas each morning at Charlemont with people streaming down along the canal bank – presumably to Grand Canal basin area: it would seem that these people enjoy this walk – and in most European cities, these walking routes are actively encouraged : why would anyone think that to modify the Luas by cutting it off at Charlemont makes any sense?
- 5) If the Metro were to be terminated at St Stephens Green, it would surely give the most potential to link in with these major new developments to the west of the city as well as other potential new sites (the barracks at Rathmines) and the proposed Player Wills housing (287 units) which is not connected or proposed to connect to any Luas or metro?
- 6) If O'Connell Street and St Stephens Green were to be the central terminus points, it would have a impact on these areas. With future new plans for rejuvenation in this area (proposed refurbishment of the St Stephens Green shopping centre) it surely makes way more sense to locate a major terminus/hub at this point to help improve the further diversification of sue .
- 7) It is noted that the proposed Metrolink is capable of carrying 20,000 people per hour IN EACH DIRECTION: if the Metrolink terminates at Charlemont, there is a very narrow warren of streets around it and the barrier of the canal with narrow footpaths which makes dissipation of large throngs problematic : if the terminus were at St Stephen's Green, there are many possible options – Luas , buses, taxis etc
- 8) The draft development plan appears to be a well balanced plan which seeks to create thriving communities all around the city, each with their own characteristics: this proposal which seeks to drop a major hub into a residential area without developing the ancillary facilities such as cafes, shops and public open space . It is not clear how the boundary with the former Carrollls building will be handled – whether it will be secured at evening times which would segregate the area further .

I would request that the Board might take these factors into consideration when considering the merits of the application,

Yours faithfully,

Caitriona Shaffrey

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