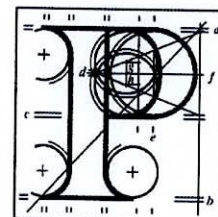


Our Case Number: ABP-314724-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

College and Wainsfort Residents Association
56 Wainsfort Road
Terenure
Dublin 6W

Date: 05 December 2022

Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]
Motrolink. 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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64 Marlborough Street
Dublin 1
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COLLEGE AND WAINSFORT RESIDENT'S ASSOCIATION
56 Wainsfort Rd, Terenure,
Dublin 6w

The Secretary,
An Bord Pleánála,
64 Marlborough Street,
Dublin 1.

Date 22nd November 2022

Dear Sir/Madam,

Re: Case reference: NA29N.314724

314724: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to
Charlemont, Co. Dublin

Dear Sir/Madam,

Statement:

The College and Wainsfort Residents Association submission wholly relates to that portion of the proposed Metro Link beyond the station located at St Stephen's Green East. For the avoidance of any doubt we are fully supportive of the project from Estuary to St Stephen's Green, which we consider is long overdue.

Submission:

We submit that Bord Pleanala should defer the authorisation of the section of MetroLink beyond the St Stephen's Green station, other than to create a turning section similar in length to that which is currently proposed for Manders Terrace.

Reasons as follows:

1. Failure to consider an alternative routing of the terminus notably towards Rathmines.
2. Limitations of Charlemont terminus for radial extensions onwards to south city.
3. Potential Environmental benefits for south city consequential from pause for exploration of alternative extension route.
4. Poor access to Charlemont from Rathmines Road.

1. Failure to consider an alternative routing of the terminus towards Rathmines

Background information to assist you in writing your own submission:

We would submit that the Rathmines or Portobello area would be a far more suitable location for a terminus but TII has wholly failed to consider this. This became relevant once the destination for a southern terminus was to be in or in the vicinity of the south inner city, rather than Sandyford.

Rathmines Road under BusConnects will have four 'A' services and a number 80, 81 and 82 with an aggregate frequency of 33 per hour peak time in each direction. A terminus for MetroLink in Rathmines or Portobello would offer superb bus connectivity and would connect much of the south west city.

We note that in the context of the preparation of the Greater Dublin Area Transport Plan 2022-2042, the National Transport Authority did a feasibility study entitled Metro to Knocklyon. We don't regard this as having been, in any way, adequate to fully assess the matter.

We would request that a proper/comprehensive feasibility study be done to assess the options for the south west city.

We do not believe that any progress can be made in assessing the alternative option unless a proper assessment of metro to the south west city is done.

2. Limitations of Charlemont terminus for radial extensions onwards to south city.

It would seem, that the longer term intent is, that the MetroLink line be extended into the south city area. There are statements on this by various persons including NTA senior executives and the Minister. There are three alternatives posed:

- a. South west city towards Tallaght,
- b. Continuing on the existing Luas line or
- c. Heading south east towards UCD and Sandyford.

We believe that if the tunnel is bored as far as Manders Terrace, this seriously compromises the ability for an extension to serve important communities.

In particular we find it difficult to see how MetroLink could be extended to include relatively inner city suburbs such as Portobello, Lr. Rathmines, and Harold's Cross.

We would submit that proper planning requires a proper evaluation of the options for extension and *that it is not consistent with proper planning to permit a station at Charlemont which would compromise the options.*

3. Potential Environmental benefits for south city consequential from pause for exploration of alternative extension route.

We believe that a metro extension would result in huge environmental benefits . In the area we live in which is not well served by buses the opportunity to have a metro link passing close by would allow people to use a metro to get to the city and further northside without having to use their cars and in a timely manner .

There is a push to take cars away from the centre but if the bus service is inadequate and we have seen many issues with ghost buses a metro link would give people more guaranteed mode of transport and also much quicker than any bus service. The environmental impact of less cars on the road is what governments want to achieve.

Our area will become a rat run for cars if the Templeogue Rd effectively become bus only. By extending MetroLink out towards Tallaght and outlying areas it would also mean less cars heading into our area for rat runs to get into Terenure .

At certain times of the day there is gridlock in the Wainsfort area and this is before the proposed bus connects route which will make it even worse. The number of roads that cars can use to access Terenure will be reduced substantially and even with the new proposed bus corridors there won't be enough capacity to take all the extra passengers .

If the powers that be want to be serious to reduce cars and therefore emissions then a Metro Link to the Southside to include Rathmines , Terenure, Templeogue , Knocklyon, Firhouse and parts of Tallaght has to be considered and a proper feasibility study should be undertaken before permission is granted to go past St Stephens Green.

4. Poor access to Charlemont from Rathmines Road.

As we note above there will be numerous buses (33 per hour peak in each direction) on Rathmines Road once BusConnects is implemented. Therefore, we think it is very likely that a lot of passengers will alight at Portobello Bridge and walk across to the MetroLink, particularly if they want to access parts of the North city or the airport, quite likely with luggage.

- There is no thought given in the TII plans to the route such people will walk/take, but we suspect it would be on both sides of Canal Road and Grand Parade.
- The Railway Order plan contains no proposals for a proper infrastructure to facilitate this.
- However, the most obvious solution to this problem is to have a terminus closer to Rathmines Road.

We submit that Bord Pleanala should defer the authorisation of the section of MetroLink beyond the St Stephen's Green station, other than to create a turning section similar in length to that which is currently proposed for Manders Terrace.

It would be premature to constrain the available options by allowing MetroLink to proceed beyond St Stephens Green to Charlemont / Manders Terrace.

"What had the outside reviewers have to say about continuing to Charlemont/Manders Terrace?"

Jaspers: *"The connection to Ranelagh could feasibly be deferred until there is clarity on the future of the Green Line (subject to an improved understanding of how this could physically be delivered in a scenario with Metro operational)"*

Yours sincerely,



Greg O'Toole

Chairman,

College and Wainsfort Resident's Association.