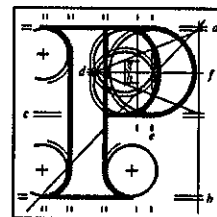


**Our Case Number: ABP-314724-22**



**An  
Bord  
Pleanála**

Niall Parsons  
1 Dartmouth Square  
Dublin 6  
D06 XN50

**Date:** 25 November 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, 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](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

RA05 (Landowner needs refund)

Tell  
Glao Áitiúil  
Facs  
Láithreán Gréasáin  
Ríomhphost

Tel  
LoCall  
Fax  
Website  
Email

(01) 858 8100  
1890 275 175  
(01) 872 2684  
[www.pleanala.ie](http://www.pleanala.ie)  
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64 Sráid Maoilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

Niall Parsons

1 Dartmouth Square,

Dublin 6, D06 XN50

The Secretary, An Bord Pleanála,

64 Marlborough Street,

Dublin 1, D01 V902

Date : 18.11.2022

**Re: Strategic infrastructure development (SID) .**

**Type: Railway Order Application**

**ABP Case Reference: NA29N.314724 Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin**

The Secretary - Officer in Charge,

I wish to make the following observations on the application:

1. As an Irish citizen and resident of Dublin city I welcome a MetroLink serving the city centre to the airport (and beyond). At a projected cost of €12-32 Billion it is vital that NTA-TII get the best solution for the proposed MetroLink.

I am fully supportive of public infrastructure, the Green Line Luas and the proposed MetroLink project on the Northside of Dublin. However, I am not in agreement with what is being planned for the Southside of Dublin and the change in transport strategy from a North-South spine to a single Central Hub terminating on the Southside at Charlemont. The justification for a terminus station at Charlemont is weak. MetroLink requires a city centre Terminus.

2. I understand that the NTA-TII have Government approval to provide an Airport Northside Metrolink terminating at a City centre location that will form part of a Transport Hub for differing modes of transport. The proposed Charlemont Terminus station does not meet this criteria and cannot act as a Transport Hub. Charlemont is not currently served by multiple current modes of transport. While there is a Luas stop, there are no bus stops, coach stops,

or taxi ranks on any of the boundary roads. Grand Parade and Dartmouth Road are already at capacity in terms of car traffic.

3. I believe that other options for the Southern MetroLink Terminus station should be examined by NTA- TII. An Independent Study should have been carried out to determine the most suitable location for a City Centre Terminus. No Study was ever completed to select Charlemont as a terminus end of line major interchange station. NTA-TII should substantiate with evidence the facts that Charlemont is the 'optimal' location when compared to other potential locations eg St Stephens Green .

It would be better to terminate the MetroLink at St. Stephen's Green Dublin 2 and not at Charlemont Ranelagh Dublin 6. Within the NTA -TII application it is proposed to provide an interim station on St. Stephens Green East . This station would be a better MetroLink Terminus as it is a more central location than Charlemont. An underground passageway would be the Interchange linking the SSGE Terminus station to the existing Luas line at St Stephens Green West. The Metro line could still be extended to the South and to Claremont as an interim station within a subsequent proposed Phase 2 development of the MetroLink to Cherrywood etc.

MetroLink Terminus Station will require a track projection of the terminus tunnel 360m beyond the Terminus itself. Should the terminus be at St Stephens Green East then the track projection could be located below the Iveagh Gardens to the South where it can be easily accommodated with a lower level of impact.

(The Charlemont track projection requirement is not shown in detail in the TII MetroLink Non Technical Summary but it is described briefly on P.24 of the document).

I believe that NTA -TII should examine whether the MetroLink Terminus station could be located below the Iveagh Gardens itself with the main entrance -exit onto Clonmel street off Harcourt Street. Other ancillary entrances -exits from this station could be provided onto Earlsfort Terrace, St Stephens Green South and Hatch Street.

The Iveagh Gardens site is a city centre location and there are good transport services on the adjoining roads. A new Luas platform could be made on Hartcourt St. adjoining Clonmel Street if required.

Furthermore the former Harcourt Street Station could even be repurposed as the MetroLink Terminus station.

The Metro line could still be extended to the South and to Claremont as an interim station within a subsequent Phase 2 development of the MetroLink to Cherrywood etc.

#### 4. Charlemont - Site limitations.

I believe that the Charlemont station is totally unsuitable as the Southern MetroLink Terminus. The site is a cramped residential urban site with limited space for such a development. The site has no bus links, no space for vehicular set down or room for taxi ranks at either of the Grand Parade or Dartmouth road entrances. The proposed Interchange for Metro and Luas passengers is poor . It will be above ground using stairs and a lift with a 400m walk in the open air and may not be adequate in size for the projected passenger numbers. It is very likely that this function will be relocated / extended from Grand Parade to Dartmouth road which will then become the main entry point to the station and not Grand Parade as shown in the application.

#### 5. Charlemont Southside Terminus - Local Impact

The plan will turn Charlemont into "the" single central access point for MetroLink for the whole of the Southside. It does not make strategic sense to bring all southside MetroLink passengers to a Charlemont location that is less accessible than a location such as St. Stephen's Green . It will result in a vast increase in pedestrian and vehicular traffic congestion particularly by those travelling to & from the Airport in what is a residential area and cultural heritage area.

This long-standing residential and Architectural Conservation Area has never been envisaged or proposed as a suitable location for a major Transport Hub in any Development Plan for Dublin City.

#### 6. Charlemont - Construction Stage – Impact on Protected Structures and ACA.

In terms of construction, the current TII proposal for the Charlemont station will potentially have a devastating impact on the houses of Dartmouth Square West, Cambridge Terrace and Dartmouth Road. It will see the gardens, the laneway to the rear of Dartmouth Square West and potentially some of our homes acquired, demolished and excavated to build a station that is only 1.5 meters from some of the residential homes. These homes are all Protected Structures within the Architectural Conservation Area of Dartmouth Square. Many homes may be seriously damaged during construction particularly due to tunnelling. Dartmouth Road and Square may require to be closed for circa 10 years while the work is in progress.

#### 7. Charlemont – Operation Stage - Noise, Nuisance , Light pollution, and Traffic.

Ventilation shafts , Extract fans and fixed plant will be located at Ground level at the rear of Dartmouth Square West and will generate noise. As these will



operate 24/7 they will be a nuisance and will affect the quality of life of the residents. Escalators will be in operation when the MetroLink station is in operation. As these will operate when the trains are running 5.30-Midnight they will be a nuisance and will affect the quality of life of the residents.

The stations will require to be floodlit 24/7 and will affect the quality of life of the residents.

Antisocial behaviour , law and order, graffiti and extensive litter are very likely to increase in the area due to the high volume of passengers using the Terminus station particularly at night.

The expected increase in pedestrian and vehicular traffic to the station, and to the Dartmouth Road end will cause congestion and will destroy a residential area and cultural heritage area.

My house No.1 Dartmouth Square West is located at the corner of the Square and Dartmouth Road. The proposed MetroLink Terminus station will have a major negative impact on my property with the entire above non exhaustive list of factors.

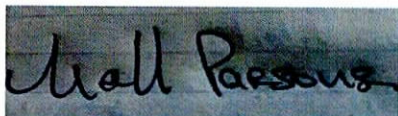
#### 8. Charlemont - Cost Benefit and Justification

The proposed MetroLink + Luas to Charlemont stations equate to a duplication of two railway lines of circa 1 Km with a projected cost of €650 million. This is bad planning and a waste of Public money. The logical Southside terminus is in a city center location e.g. St. Stephen's Green. The proposed tunnelling to and building of a Southside terminus at Charlemont will add very significant costs to the MetroLink Project. The justification for a terminus station at Charlemont has been proven to be weak.

#### Conclusion

I would be glad if ABP could consider the above non exhaustive list of observations and that approval is refused for this application and that the MetroLink Station at Charlemont, be reconsidered and Terminus be relocated in a city centre location.

Your sincerely,

A handwritten signature in black ink, appearing to read 'Niall Parsons', on a light blue background.

Niall Parsons.