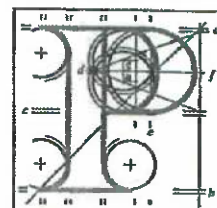


**Our Case Number:** ABP-314724-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Terenure West Residents Association  
10 Greenlea Park  
Terenure  
Dublin 6  
D6WAW70

**Date:** 07 December 2022

**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](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,

*RP EM*

Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

Tell  
Glao Áitiúil  
Facs  
Lálthreán Gréasáin  
Ríomhphost

Tel  
LoCall  
Fax  
Website  
Email

(01) 858 8100  
1890 275 175  
(01) 872 2684  
[www.pleanala.ie](http://www.pleanala.ie)  
[bord@pleanala.ie](mailto:bord@pleanala.ie)

64 Sráid Macílbríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

An Bórd Pleanála

23 November 2022

Marlborough Street

Terenure West Residents Association

Dublin 1

10 Greenlea Park, Terenure

D6WAW70

Application 314724 Estuary through Swords to Charlemont

Dear Bórd

This is a submission on behalf of Terenure West Residents Association c/o

. We represent residents of about 600 houses in the western part of Terenure bounded by Terenure Road West, Fortfield Road and Greenlea Road.

We fully welcome the decision to link the city centre to Swords via the airport, which we believe will indirectly help those we represent access the airport and other north city areas without using a car.

We believe however that the needs of our area and the greater south west city will only be met by a metro into the south west city, which has a stop in our case, somewhere in the Terenure area. Further we reject completely the assertion by various transport bodies, particularly National Transport Authority, that buses alone will cater for the public transport needs of the south west city including Terenure. Indeed they themselves issued a Strategy Development and Modelling Report in connection with their draft Dublin area plan in November 2021. In that document at page 91 they forecast passenger demand per hour of 6,600 on the Harold's Cross Road and 9,300 on the Rathmines Road corridor, way beyond the capacity of any bus system . However buses do have an important role if they facilitate proper connectivity. We note that in census 2022 the southside area between the two existing Luas lines has a population of over 350,000. We believe that in the interests of proper planning and development, any strategic decision about public transport needs to reflect these two core issues (metro to south west and bus connectivity).

To our regret ,the current proposals for metro do not respect these principles. It is our view that while a metro station at St Stephen's Green as proposed does allow metro linkage to the south west city and indeed anywhere else southside, this is not the case with Charlemont. A Charlemont terminus constrains the options for extension into the south city. We believe that it is simply not possible to continue a line from Charlemont to either Rathmines or Harold's Cross which are populous suburbs. Further we believe that the range of potential locations for a station serving Terenure would be prejudiced by having to extend a metro line from Charlemont. Therefore we think it is bad planning for all of the south city to have the south city terminus at Charlemont.

On the assumption that BusConnects is to proceed as planned, the "workhorse" of services for much of Terenure will be the A spine. Alone of the eight radial spines, it seems to be the only one which will not intersect with the metro on the southside in or close to the city centre. On this basis alone we are shocked that the documents submitted to you give no consideration whatever to routing the

metro towards Rathmines, where there could be an easy connection to A buses. We believe it is fundamental to proper planning that each spine be linked to the metro at some point convenient to the city centre.

Further if indeed there is to be a metro station at Charlemont, it is likely that some people will opt to walk from Rathmines Road to the metro at Charlemont. Indeed many people currently leave buses at South Richmond Street and walk on the city side of the canal to access the Georgian Quarter around Fitzwilliam Street. The pedestrian infrastructure here however is not satisfactory and we are surprised that no thought is given in the plans submitted to you to upgrading the pedestrian infrastructure between the Rathmines Road corridor and the suggested metro station given the likelihood that some bus passengers will see an approximately 10 minute journey on foot as an option. We would note that under current BusConnects plans, Lower Rathmines Road is to be closed to through car traffic, it will have 7 separate bus routes and in the aggregate more than a bus per minute.

We believe that survey after survey shows that the south west city has a disproportionate share of population commuting by car as compared with other areas. This is likely primarily caused by the lack of a rail option. Metro is the only alternative likely to attract the sort of switch over that is needed. If this were done, the environmental benefits in terms of less pollution, less congested and safer streets and less emissions would be huge.

We note also the many problematic issues with the Charlemont station summarised on the website [misplacedterminus.ie](http://misplacedterminus.ie) and in particular the less than satisfactory connection between metro and Green Line Luas at Charlemont.

We would accordingly submit that you should omit the Charlemont station and the part of the line serving it from any Railway Order you approve.

For Terenure West Residents Association,

Michele Van Valey

Hon. Secretary TWRA