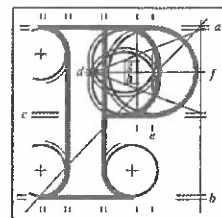


**Our Case Number:** ABP-314724-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Tom Harrington  
27 Dartmouth Road  
Ranelagh  
Dublin 6

**Date:** 18 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](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.

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64 Marlborough Street  
Dublin 1  
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Yours faithfully,



Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

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16<sup>th</sup> January 2023,  
An Bord Pleanála,  
64 Marlborough Street,  
Dublin 1.

Tom Harrington,  
27 Dartmouth Road,  
Ranelagh,  
Dublin 6.

**Reference: Railway(Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022**  
**Case Ref: NA29N.314724**

Dear Sir/Madam,

I am making this submission as a concerned householder on Dartmouth Road. Firstly I do think development of the Metrolink is a very positive development for Dublin. My concerns in relation to proposed Charlemont Metrolink terminus primarily center on 3 major points.

**1. Selection of Charlemont as Metrolink southern terminus versus city center terminus form a huge cost to taxpayer perspective and prejudicing options for expansion of transport network in the future.**

We currently have an excellent public transport connection to Stephens Green from Charlemont on the Luas Green line so why replicate this with a metro line that stops at Charlemont terminus in a residential area with only easily accessible public transport option, if onward travel required, is the same Green Luas line. I cannot see the public good or business benefit in the extension of Metrolink to terminus at Charlemont at this enormous cost to our taxpayers and years of significant residential disruption during construction. The opportunity cost of this investment on a redundancy in public transport infrastructure versus spending the money on some project offering a greater public good is not defensible. Building a terminus in Charlemont also prejudices future decisions on the potential direction of a south/southwest Metrolink line given any future project would be constrained this development and sunk cost versus a terminus in Stephens Green which would offer far greater flexibility in future transport policy decisions. On position that there is no current policy to extend Metrolink beyond Charlemont then why pursue this section of route from Stephens Green.

The environ of Charlemont is a residential area not a city centre location. A city centre location has a high number of trips attracted and generated. There is scope for increased densities in the city centre, but very limited scope in the area around Dartmouth Road/ Dartmouth Square.

**2. Noise, disturbance and impact on amenities.**

The development will have a very significant impact upon the amenities of those residing in the area. This will result from the lengthy construction period of c 9 years, with noise and vibration impacts from tunnelling, the construction of the cut and fill new station, tunnelling and boring associated with the new tunnel and the intervention tunnel. Noise impacts on properties in the vicinity (Dartmouth Square West, Dartmouth Road and Cambridge Terrace) will all range from moderate to very significant. The hours of working

are specified as 07:00 hrs to 19:00 hrs. The passage of the Tunnel Boring Machine (TBM) through the stations will be on a 24 hours, 7 days a week basis. HGV deliveries will be ongoing over a lengthy period of time. The impact upon this residential neighbourhood will be very significant.

There is no effective provision made for drop-off at this important interchange. Taxi, bus and casual private car users are not appropriately catered for. There is only a short drop on the northern side of the carriageway of Grand Parade and none on Dartmouth Road. There is no taxi rank or provision for future bus services. The interchange with other modes is therefore wholly inadequate. Drop-off on Grand Parade will result in traffic congestion and a traffic hazard (especially for cyclists as the proposed Drop-off replaces the existing footpath and cuts across the existing cycle lane).

The development would have an adverse impact upon traffic during the construction and operational phase, drop-off has not been properly designed and there is poor integration with other modes.

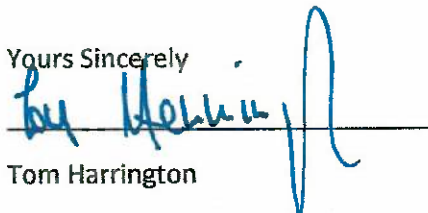
I have significant concerns that this major interchange station will attract anti-social behaviour for up to 19 hours a day during its operational times, and also when the station is closed. This is common with many European capital interchanges. This currently is a relatively quiet residential area that benefits from amenities, but the potential for late night arrivals, taxi pick-ups, drop-offs and anti-social behaviour would disturb these amenities and alter the nature of the area.

### **3. Residence Impact**

It is clear there will be significant disturbance for extended period during construction and it is unclear whether it will be possible to access or reside in 27 Dartmouth Road during this phase. While I appreciate this is a consequence of many projects to develop our public infrastructure it is very difficult to accept when to construct Metrolink terminus at Charlemont seems flawed at many levels as presented in detail in the 'Charlemont & Dartmouth Community Group Metrolink submission'. From a personal perspective I would ask you to reconsider this proposed development and the cost/benefit assumptions before inflict these difficulties on the residents whether this is a result of CPO, temporary relocation or consequence the general disturbance during construction and in operation on residents of Dartmouth road.

Trusting you will reconsider merits of proposed development,

Yours Sincerely

A handwritten signature in blue ink, appearing to read 'Tom Harrington', is written over a horizontal line.

Tom Harrington