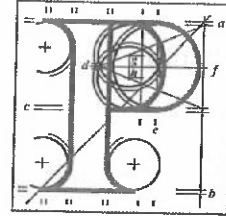


**Our Case Number:** ABP-314724-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Diarmuid Burke  
31 Dartmouth Square  
Dublin 6  
D06HW60

**Date:** 26 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.

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Yours faithfully,

PP SM

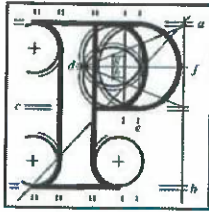
Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

Teil  
Glao Áitiúil  
Facs  
Láithreán Gréasáin  
Ríomhphost

Tel (01) 858 8100  
LoCall 1890 275 175  
Fax (01) 872 2684  
Website www.pleanala.ie  
Email bord@pleanala.ie

64 Sráid Maolbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902



# Observation on a Strategic Infrastructure Development Application

## Observer's details

### 1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

(a) Observer's  
name

Diarmuid Burke

(b) Observer's  
postal address

31 Dartmouth Square,  
Dublin 6  
D06HW60

## Agent's details

### 2. Agent's details (if applicable)

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Click or tap here to enter text.

(b) Agent's postal  
address

Click or tap here to enter text.

# Observation on a Strategic Infrastructure Development Application

AR  
Board  
Fiscania



## Observer's details

Observer's name: [Name]  
If you are making the observation, please provide the following details:  
If you are not making the observation, please provide the following details:

Observer's address:  
(a) Suburb: [Suburb]  
Town: [Town]

(b) Postcode: [Postcode]  
(c) Telephone: [Telephone]  
(d) Email: [Email]

Age of the observer (in years): [Age]  
If you are making the observation, please provide the following details:  
If you are not making the observation, please provide the following details:

(a) Gender: [Gender]  
(b) Occupation: [Occupation]  
(c) Education: [Education]

## Postal address for letters

3. During the process to decide the application, we will post information and items to you or to your agent. For this **current application**, who should we write to? (Please tick ✓ one box only)

You (the observer) at the postal address in Part 1

The agent at the postal address in Part 2

## Details about the proposed development

4. Please provide details about the **current application** you wish to make an observation.
- (a) **An Bord Pleanála case number for the current application (if available)**  
(for example: 300000)

NA29N.314724

- (b) **Name or description of proposed development**

Railway (Metrolink–Estuary to Charlemont via Dublin Airport)

- (c) **Location of proposed development**

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

Charlemont Terminus, Dartmouth Road / Grand Canal

## Observation details

### 5. Grounds

Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below. There is **no word limit** as the box expands to fit what you write.

You can also insert photographs or images in this box. (See part 6 – Supporting materials for more information).

31 Dartmouth Square,  
Ranelagh,  
Dublin 6  
D06HW60  
15th 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 is Diarmuid Burke of 31 Dartmouth Square, 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.

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.

## 5. Grounds

- 2) Since the initial proposals have been published, there has been a 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 carparks 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 Kylemore, 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,

## 5. Grounds

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 Carrolls 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,

*Diarmuid Burke*

Diarmuid Burke

## 5. Grounds

## Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

You can insert photographs and similar items in your observation details: grounds (part 5 of this form).

If your supporting materials are physical objects, you must send them together with your observation by post or deliver it in person to our office. You cannot use the online uploader facility.

## Fee

7. You **must** make sure that the correct fee is included with your observation.

### **Observers (except prescribed bodies)**

- strategic infrastructure observation is €50.
- there is no fee for an oral hearing request

## Oral hearing request

8. If you wish to request the Board to hold an oral hearing, please tick the "Yes, I wish to request an oral hearing" box below.

You can find information on how to make this request on our [website](#) or by contacting us.

If you do not wish to request an oral hearing, please tick the "No, I do not wish to request an oral hearing" box.

Yes, I wish to request an oral hearing

No, I do not wish to request an oral hearing

## Final steps before you send us your observations

9. If you are sending us your observation using the **online uploader facility**, remember to save this document as a Microsoft word or PDF and title it with:

- the case number and your name, or
- the name and location of the development and your name.

This also applies to prescribed bodies sending an observation by email.

If you are sending your observation to us by post or delivering in person, remember to print off all the pages of this document and send it to us.

**For Office Use Only**

<b>FEM – Received</b>		<b>SIDS – Processed</b>	
Initials		Initials	
Date		Date	

**Notes**