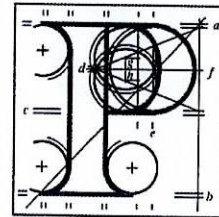


Our Case Number: ABP-314724-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Edward Kelly and Joyce MacRedmond
6 Cambridge Terrace
Ranelagh
Dublin 6
D06CP30

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, 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.

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 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Yours faithfully,

FP EM

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

Tell
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6 Cambridge Tce
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Dublin D06 CP30

22nd Nov 2022

ABP
64 Marlborough St
Dublin 1

Dear Sir/Madam

Re: Railway METRO - Charlemont/Dartmouth Square Terminus. Case NO NA 29N.314724

We the undersigned support the submission being made by McCabe Durney Barnes on behalf of the Charlemont / Dartmouth Square community and respectfully ask you to consider as follows:

1. A Misplaced Terminus

If you were building a cross city Metro and were asked to find a centre-city location for a Terminus, would you not want to actually put it in the city centre? How about in the middle of a historical residential suburb away from the city centre with little or no access to other transport services? Welcome to Charlemont.

2. €650m for a 1km tunnel

Having determined that a centre-city Terminus would actually be better placed in the city centre, such as St Stephens Green or O'Connell Street, how would you feel about spending €650m of tax payer's money on a 1k tunnel to a suburb that already had a fully functioning train station and train line? Does that not appear like duplication? Welcome to Charlemont.

3. Planning permission for the Terminus box?

Following the correct procedure, was the rail order to build the Metro infrastructure already in place when Hines built the Terminus' foundations at Charlemont for NTA? Eh, no. Was there a proper environmental impact study conducted before they proceeded? Eh, no. Was there a comparative study of alternative Terminus locations? Eh, No. Welcome to Charlemont.

As you are aware, we already have a train station and a train track that goes through Charlemont and Dartmouth Rd and which passes down the end of our garden. It works well. So the question is, why replace something that is working well (the eventual plan and

rationale for a Terminus in Charlemont) when there are other areas of the city that have no transport links to the city or airport and that are crying out for it?

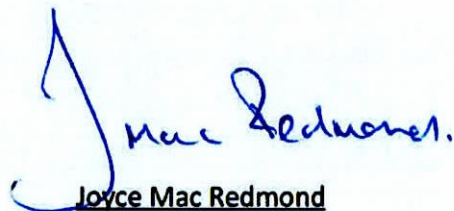
The adverse effects on the local area; traffic, noise, closure of Dartmouth Road for 8 ½ years, disturbance from a 24/7 station in a quiet residential suburb, car/taxis dropping off people day and night with no where to park or drop off, well that's just something we'll have to deal with. Before all that happens, though, our request is this;

- (a) Ask the NTA/TII to lay out the assumptions underpinning the last part of their Metro plan from Tara St to Charlemont. Reflect on whether this really is the best option for a centre-city Terminus (even though its not in the city-centre) and inquire further when they tell you that St Stephen's Green (which is in the city-centre or close to) won't work because according to the independent engineers there is **"no technical reason why they can't use St Stephen's Green"** and further that "it seems like the most obvious place to put it".
- (b) In addition, in the interests of due process, transparency and adherence to the normal planning procedures that we are subject too and assume others are as well, can you satisfy yourselves that Hines, acting on behalf of the NTA, had permission to build the foundations for a Metro station before NTA/TII had (a) permission from the minister for transport, (b) a budget from the department of transport and or (c) rail order approval? Is there, for instance, any worldview in which a Metro station, particularly one as important as a Metro Terminus, could not be considered part of a rail order that has yet to be approved?

Yours sincerely



Edward Kelly



Joyce Mac Redmond