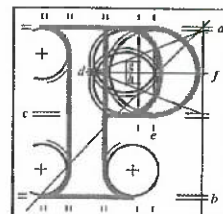


Our Case Number: ABP-314724-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

John Bernard Reid
4 Bridge Court
City Gate
Saint Augustine Street
Christchurch
Dublin 8
D08R6PV

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.

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

Tell	Tel	(01) 858 8100
Glao Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
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64 Sráid Maoilbhríde Baile Átha Cliath 1 D01 V902	64 Marlborough Street Dublin 1 D01 V902
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Observation on the application for a railway order for Metrolink (Case Reference: NA29N.314724).

My name: John Bernard Reid.

My address: 4 Bridge Court, City Gate,
Saint Augustine Street,
Christchurch,
Dublin 8,
D08R6PV.

I write in support of the application for a railway order for the Dublin (Estuary to Charlemont, via Dublin Airport) Metrolink. The proposed Metrolink constitutes an absolutely vital and necessary piece of national infrastructure. It represents a piece of national infrastructure that is decades overdue. It is unsustainable and incongruous that (unlike most capital cities in Europe) the main airport of Ireland's capital and largest city does not have a direct underground railway link (or a railway link of any kind) to the city centre of the capital (and, thereafter, a railway connection to the rest of the country from Dublin Airport). The status quo represents a bad deal for tourists, a bad deal for resident Irish users of Dublin Airport and a bad image for Dublin and Ireland internationally. The status quo leaves tourists at the mercy of expensive taxi journeys or unfamiliar and potentially confusing bus timetables, as soon as they arrive in Ireland. Resident Irish users of Dublin Airport are often left with the same poor options.

A key part of making the Irish economy more resilient, and more able to deal with future shocks, is to build up our economic infrastructure (in particular, to develop vital urban transport infrastructure such as underground railways). The width of the surface road space in Dublin is finite and limited. The surface-level roads are already trying to accommodate buses, all other types of motor vehicles and Luas trams. We cannot expect further rail-based lines to compete for precious space on the pre-existing surface roads. We have to go underground in order to grow our public transport capacity in Dublin. The alternative is further gridlock and stiflement, making Dublin (and Ireland) unattractive and uncompetitive.

The proposed Metrolink, if granted a railway order, could and should represent the beginning of the development of a comprehensive underground railway network in Dublin (infrastructure which is standard for many capital cities in Europe and in the developed world), eventually connecting the North, South and West of the city and county. To that end, the situating of the proposed Southern terminus at Charlemont is indispensable. Allowing the proposed Metrolink to reach the proposed Charlemont station on the South side of the city would allow the eventual (and necessary) extension of the line to the South and South West of the city and county. A Charlemont terminus would also allow for a potential future Metrolink extension or spur to Ireland's largest university, University College Dublin at Belfield. Despite its status as the country's largest third-level institution, UCD is currently not connected by even one direct railway link. Whereas other major universities in Dublin, such as Trinity College and Technological University Dublin at Grangegorman for example, are connected by rail (with Trinity College Dublin currently connected directly by both the Dart and Luas). The

current absence of a direct railway link to Ireland's largest university is incongruent and unsustainable. Allowing the proposed Metrolink to reach Charlemont (as per the current railway order application) would lay the groundwork for eventually rectifying this anomaly for the good of students, residents and Ireland's international reputation.

The proposed 3,000 space multi-story Park and Ride car park facility at the proposed Estuary terminus should be approved, with the proposed car park capacity perhaps even increased in order to facilitate more than 3,000 car drivers to use the proposed Metrolink.

In conclusion, I believe that it is in the national interest for the current Metrolink railway order application to be approved, in an expeditious manner and without delay. I would request that An Bord Pleanála would avoid the creation of unnecessary delays such as oral hearings, for example. Metrolink needs to be approved for construction whilst both the political will, and the money, is there to build it. The iron has to be struck while it's hot, which is now.

