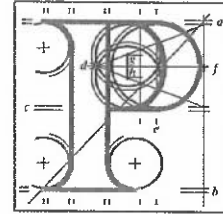


Our Case Number: ABP-314724-22



An
Bord
Pleanála

Kathleen Shields
21 Palmerston Place
Broadstone
Dublin 7
D07 A0H7

Date: 21 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

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Kathleen Shields

21 Palmerston Place

Broadstone

Dublin 7 D07 A0H7

Re: Case reference NA29N.314724**Description: Railway (Metrolink Estuary to Charlemont via Dublin Airport) Order [2022]**

Dear Sir/Madam,

While I welcome the idea of a new metro for Dublin, especially from the Airport to the city centre, I do have concerns about the line after it reaches the city centre and continues south using the already existing Luas Green line. I outline some of these below.

As a regular user of the Dublin City Council Markievicz sport and leisure centre I would like to make some observations on the proposed Metrolink Line particularly in relation to the section of the line at the Tara Street station.

1. Loss of amenity

The Markievicz sport and leisure centre is a publicly owned facility managed by Dublin City Council. The pool and gym are used by people of all ages from all over the city as well as by visitors to Dublin. The pool is extensively used by schools and other groups for swimming lessons, by older people for exercise, by city centre workers. The health and wellness benefits that this facility provides cannot be overstated. This planning application envisages the complete demolition of the Markievicz centre without proposing any alternative in the city centre. I note from the railway drawings that the statue of Countess Markievicz is to be removed and stored for safe keeping while the works are being undertaken and then returned to its site. One wonders what Countess Markievicz would have to say about the destruction of the centre.

2. Environmental impact

The area around Pearse street, Trinity College, Tara Street and Townsend Street is already an environmentally hostile one for pedestrians and cyclists. It will become even more so if this section of the metro is completed. There is no green infrastructure, pedestrian spaces or traffic calming proposed in the Metrolink plan. In addition, the complete demolition of a fully functioning sports centre and 78 apartments in good condition that were built twenty years ago comes with its own embodied carbon cost.

3. Damage to community

In relation to quality of life in Dublin the demolition proposed at this site is one more example of loss of community space for residents, workers, and visitors in the city centre. No alternatives are proposed in this plan.

4. Demolition of housing during a housing emergency

It is proposed to demolish seventy-eight housing units during a major and unprecedented housing and construction crisis. There are more than seventy-eight residents living above the sports centre. Where are these residents to live and how are they to find new homes?

5. Economic loss

Metrolink have stated that they can sell the land above the completed metro line and once the underground Tara station is built. This financial consideration purely benefits Metrolink at a cost to others. In a broader sense this area of Dublin will become a non-economically viable dead zone with no commercial or cultural attractions whatsoever, reduced footfall and loss of amenity to the remaining residents in the greater TCD and Pearse street vicinity.

6. Alternatives – metro construction in other cities

While it might be financially expedient for Metrolink to acquire land, demolish the existing buildings and then sell it off again, it is not necessary to do so. In other cities (e.g. Paris) metros have been constructed underground without impacting on the buildings above.

7. Lack of consultation with stakeholders

The public consultation process was not respected and from the very beginning Transport Infrastructure Ireland were determined that this section of the city would have to be demolished without considering or proposing alternatives.

I trust that you will take these observations into account during the decision-making process.

Yours,

Kathleen Shields