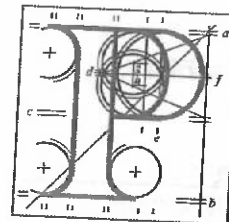


Our Case Number: ABP-314724-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Niall Lynch
84 Grosvenor Square
Rathmines
Dublin 6
D06W2V5

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.

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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(01) 858 8100
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www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Yours faithfully,

FF 8M

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

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NA29N.314724

Name: Niall Lynch

Address: 84 Grosvenor Square, Rathmines, D06W2V5

I have two grounds for observation

- Charlemont is a quiet residential area, it is an unsuitable place for the terminus of the metro.
- We should be increasing urban green spaces rather than removing them. A large part of Stephen's Green will be unusable for the duration of the build. It will also not be possible to return the green to its current state. This historical gem in the city will be irrevocably changed. The following paper outlines how important Urban green spaces are for its citizen's

[https://www.researchgate.net/publication/356143644_Report_on_Changing_Patterns_of_Urban_Park_Usage_in_Dublin_City_Council_Catchment_Area_During_the_COVID-](https://www.researchgate.net/publication/356143644_Report_on_Changing_Patterns_of_Urban_Park_Usage_in_Dublin_City_Council_Catchment_Area_During_the_COVID-19_Pandemic_Report_Title_Report_on_Changing_Patterns_of_Urban_Park_Usage_in_Dublin_City_Council_C#pdf)

[19_Pandemic_Report_Title_Report_on_Changing_Patterns_of_Urban_Park_Usage_in_Dublin_City_Council_C#pdf](https://www.researchgate.net/publication/356143644_Report_on_Changing_Patterns_of_Urban_Park_Usage_in_Dublin_City_Council_C#pdf)

Extending the metrolink further south from the Liffey does not provide proportional extra benefit when compared to the cost i.e. extra stations and destruction of Stephen's Green.

I believe the metro terminus should be in the city centre at Tara Street or O'Connell st. Either of these locations would be a more suitable terminus for the metro as there is a link with both the Luas (O'Connell St.) or the railway network (Tara Street).