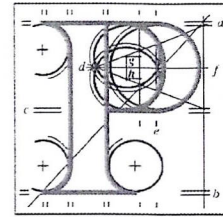


Our Case Number: ABP-314724-22

Planning Authority Reference Number:



An
Bord
Pleanála

Peter Schneider Energy Consultants
Toberscardan
Tobercurry
Co. Sligo
F91 V886

Date: 16 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.

Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

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To
An Board Pleanála
Dublin

RE: Observation related to case number NA29N.314724 - Dublin Metrolink

11/01/2023

Dear Sir/Madam,

In relation to the pending planning application by TII for Dublin Metrolink, I wish to comment as follows:

While agreeing that public transport infrastructure in the wider Dublin area needs further development, the 'Metrolink' as proposed will contribute very little to the goals of the National development plan, in particular to the promotion of low carbon transport and facilitation of intermodal transport. Also, it will contradict the goal of balanced regional development.

Reasons for these shortcomings are:

1. Within the Dublin area, the Metrolink would improve connectivity only for a small area, and it will not be economically feasible to extend it to the whole of Dublin.
2. Because of its design as a stand-alone metro, it will not be possible to integrate it with either the LUAS, the DART, or long-distance rail services.
3. As Metrolink does not connect to either of the main Dublin train stations nor to Busáras, its connectivity with the wider Dublin area and the rest of the country will be poor.
4. While better public transport connections to Dublin airport are badly required, it should be taken into account that this airport serves as a main transport hub for the whole country, not just for Dublin. Therefore, a 'heavy' rail connection to the airport, e.g. from the existing Phoenix Park tunnel, would serve connectivity to the airport much better, as it would allow direct trains from anywhere in Ireland *and* from Dublin stations that are already served by the DART. Also, this airport link could be realized at a fraction of the cost of Metrolink. It could also be extended on surface to Swords and to the main Belfast line.
5. The Metrolink project will incur enormous costs for rather small improvements and would probably lead to delay or cancellation of other infrastructure projects with a better cost – benefit ratio, such as the heavy rail airport link mentioned above.

I would appreciate if you could give consideration to the above points and not grant approval for the 'Metrolink' in its current form.

Yours sincerely,

Peter Schneider