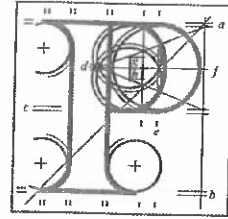


Our Case Number: ABP-316119-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Marlet Property Group Limited
O'Connell Bridge House
27/28 D'Olier Street
Dublin 2
D02 RR99

Date: 26 May 2023

Re: DART+ South West Electrified Heavy Railway Order - Hazelhatch & Celbridge Station to Heuston Station, and Hesuton Station to Glasnevin
County Dublin and County Kildare

Dear Sir / Madam,

An Bord Pleanála has received your recent submission 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.

The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you on this matter in due course.

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,

PP Em

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

Tell	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Eimear Reilly

From: SIDS
Sent: Tuesday 16 May 2023 15:14
To: Eimear Reilly
Subject: FW: DART+ South West Electrified Heavy Railway Order 2023 - An Bord Pleanála
Case reference: NA06S.3161: Submission by Marlet Property Group
Attachments: 16.05.23 DART+ South West Electrified Heavy Railway Order 2023 - Marlet Property Group Limited submission ABR ref. NA06S.316119.pdf

From: Shaun Thorpe <shaun.thorpe@marlet.ie>
Sent: Tuesday, May 16, 2023 1:24 PM
To: SIDS <sids@pleanala.ie>
Subject: DART+ South West Electrified Heavy Railway Order 2023 - An Bord Pleanála Case reference: NA06S.3161: Submission by Marlet Property Group

DART+ South West Electrified Heavy Railway Order 2023 - Hazelhatch & Celbridge Station to Heuston Station, and Heuston Station to Glasnevin

An Bord Pleanála Case reference: NA06S.3161

A Chairde,

Please find attached submission by Marlet Property Group on the above referenced Application.

As Marlet are named as the owners of the property on all schedules, we are a "person whose lands may be acquired under the draft Railway Order" we are not required to pay a fee, and this submission is made before 5.30pm on the 16th of May (all as per the newspaper notice), therefore this submission is valid.

I would be obliged if you could confirm receipt & validation of this submissions.

Please do not hesitate to contact me on the number below or by email if you have any queries.

Is mise le meas,

Shaun

Shaun Thorpe
Head of Planning



Marlet Property Group
O'Connell Bridge House,
27/28 D'Olier Street,
Dublin 2 D02 RR99
m: +353 85 807 5086
e: shaun.thorpe@marlet.ie

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Marlet Property Group Limited
O'Connell Bridge House,
27/28 D'Olier Street,
Dublin 2, D02 RR99

E info@marlet.ie

www.marlet.ie

An Bord Pleanála,
64 Marlborough Street,
Dublin 1,
D01 V902

16th May 2023

By Email

DART+ South West Electrified Heavy Railway Order 2023 - Hazelhatch & Celbridge Station to Heuston Station, and Heuston Station to Glasnevin

An Bord Pleanála Case reference: NA06S.316119 – Córas Iompair Éireann (CIÉ) has applied to An Bord Pleanála for approval of a Railway Order for the DART+ South West project. Subject to approval, the Railway Order will authorise CIÉ to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of the railway between Hazelhatch and Celbridge Station (County Kildare) to Heuston Station Dublin (circa 16km) on the Cork Mainline, and Heuston Station to Glasnevin via the Phoenix Park Tunnel Branch Line.

A Chairde,

We refer to the above DART+ South West Electrified Heavy Railway Order 2023 (the **Application**) by Córas Iompair Éireann (CIÉ) and wish to make our submission on same.

Marlet Property Group (**Marlet**) are an associated company of Prime GP6 Limited (**Prime GP6**) who are the Owners and Landlords of the properties 7 & 8 Kylemore Business Park, Jamestown Road, Dublin 8 (the **property**) - erroneously noted as 'Dublin 10' on the Book of reference, Second Schedule (Part 1). However, the CIÉ notification letter was issued to Marlet, who are incorrectly shown as the owner on all schedules. Please note that Prime GP6 Limited is the owner of the property and all correspondence to the owner should be addressed to Prime GP6 Limited of 7th Floor, O'Connell Bridge House, 27/28 D'Olier Street, Dublin 2. Marlet have written to CIÉ with this correction by letter dated 16th May 2023. As a precautionary measure, Marlet is making the same submission on the Application as Prime GP6, to ensure that it is accepted as valid.

Prime GP6 tenants, Vardis Group, will make a separate submission.

CIÉ seeks to acquire Prime GP6 lands as follows:

- Permanent land take of 582.1 sq.m – Property Number P.280(B)
- Substratum acquisition of 1097.1 sq.m – Property Number S.280(A)
- Temporary possession 1926.9 sq.m – Property Number T.280(C)

We welcome the opportunity to make this submission as the Application as presented will result in the complete loss of Prime GP6 business and any future use and development of the property.

The permanent land take proposed by CIÉ will result in the complete sterilisation of the property. If the proposed acquisition were to proceed, Prime GP6 current tenants would be entitled to immediately terminate the existing letting arrangements as the proposed land take would mean that they would no longer be able to use the property for its current permitted use. In addition, it would mean that vehicles would no longer be able to access the property and the buildings thereon and all circulation routes within the property would be permanently

closed. This will make it impossible for Prime GP6 to let the property to prospective tenants in the future.

If Prime GP6 were to seek planning permission to change the use of or reconfigure the property, at an enormous cost and time, their options would be limited (if indeed any would be available) by the proposed substratum acquisition which would affect basements, piling and excavations in the area. This means that the proposed acquisition would rule out the possibility of any future development of the property.

The proposed temporary possession area is somewhat of a moot point, as although it does render the whole property unusable for the duration of the possession, the property would already be sterilised by the proposed permanent & substratum acquisitions.

Marlet & Prime GP6 request that An Bord Pleanála condition & require CIÉ to review alternative engineering and access solutions. Our view is that CIÉ, in accordance with their Compulsory Purchase powers, have not fully explored alternatives. If this Application was by a private developer, who did not have the powers to acquire additional property, then more robust, elegant, and efficient solutions would have to be found.

On Major Rail Works on existing infrastructure in other jurisdictions, access for all plant and materials is provided along the existing Rail corridor itself, or via long standing access points. For example, the major upgrades to the West Coast Main Line in the United Kingdom were carried out within the existing Railway boundaries, utilising existing access points, and road/rail plant that could traverse to site safely.

Similarly, for the embankment and boundary works, engineering solutions should be applied which fit within the lands already in CIÉ ownership – we feel that an ‘easy’ solution has been applied as there is no restriction on lands to be acquired by CIÉ.

As noted above, we welcome the opportunity to make our submission, and appreciate the time taken by An Bord Pleanála to review same. Additionally, we would request an Oral Hearing, so the Application can be thoroughly investigated, and solutions found that do not result in the closure of businesses and the permanent sterilisation of scarce lands in Dublin City.

As Marlet are named as the owners of the property on all schedules, we are a “person whose lands may be acquired under the draft Railway Order” and we are not required to pay a fee, this submission is made before 5.30pm on the 16th of May (all as per the newspaper notice), therefore this submission is valid.

Is mise le meas,



Shaun Thorpe
For and on behalf of Marlet Property Group Limited