

The Secretary
An Bord Pleanála,
64 Marlborough Street,
Dublin 1.

Date: 28/10/2022
Our Ref: KK JN 21048

Dear Sir / Madam,

RE: DART+ WEST RAILWAY ORDER – DUBLIN CITY TO MAYNOOTH AND M3 PARKWAY

AN BORD PLEANÁLA REF.: NA29S.314232

Introduction

On behalf of our client, Blanche Retail Nominee Limited, 2nd Floor, 1-2 Victoria Buildings, Haddington Road, Dublin 4, we wish to make a submission on the Railway Order application submitted to An Bord Pleanála by Córas Iompair Éireann (CIÉ) in relation to the DART+ West project (ABP Ref.: NA29S.314232) from Dublin City to Maynooth and the M3 Parkway, and all associated infrastructure. The observation fee of €50 will be paid online, via ABP's online uploader facility.

Blanche Retail Nominee Limited are the owners of lands at and operate Blanchardstown Town Centre (including the Blanchardstown Centre, adjoining retail parks and associated development), Blanchardstown, Dublin 15, which is designated as a Major Town Centre. It is one of the key retail locations within Fingal and the Greater Dublin Area and has in excess of 170,000 sq.m of retail floor space. They have and continue to develop Blanchardstown Town Centre as a "place to live", with a significant increase of integrated residential development planned for the Town Centre and further plans to continue ongoing expansion of the food and beverage, retail, leisure and cultural / community offer in line with the planning policy framework. Blanchardstown Town Centre also forms part of the NTA's BusConnects proposals, of which there is an application currently before the Board for the Blanchardstown to City Centre Core Bus Corridor Scheme (ABP Ref.: 313892-22).

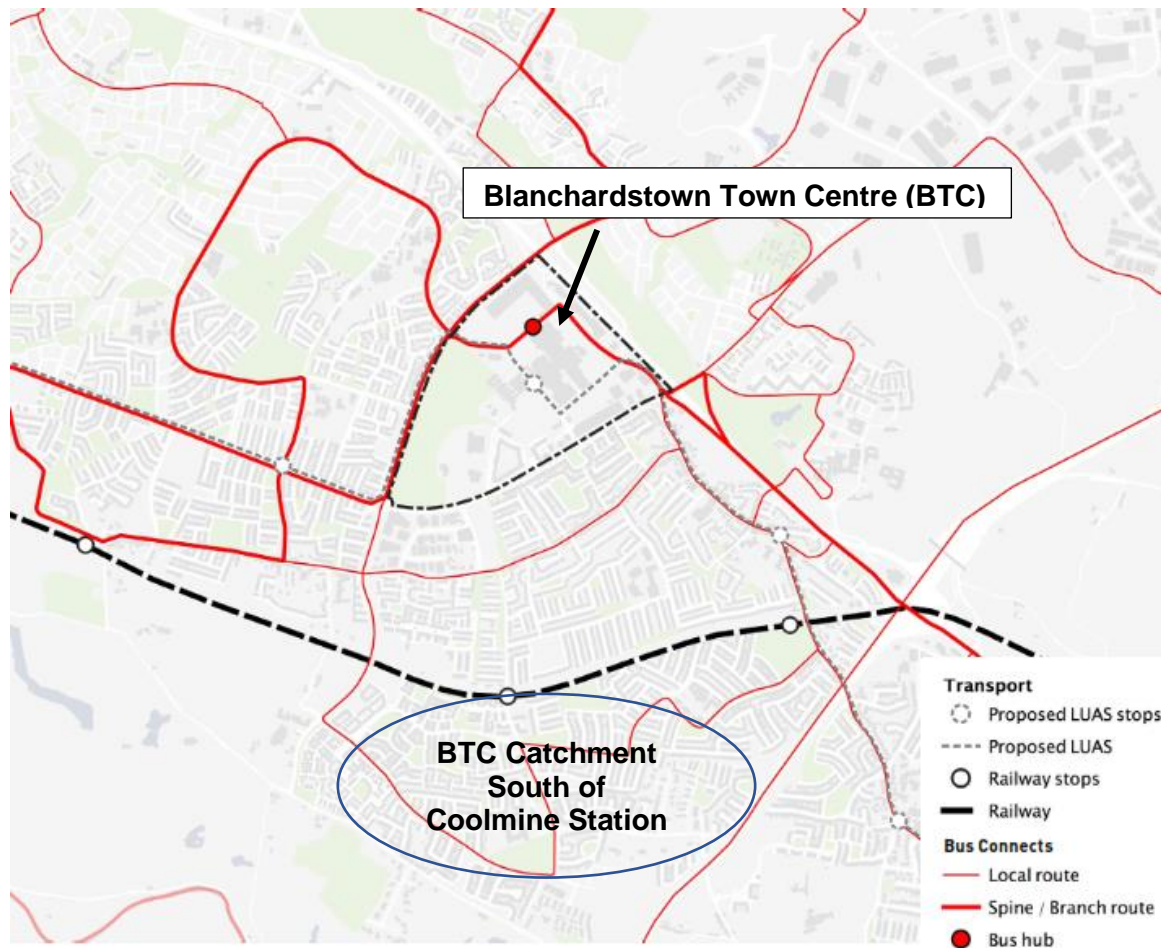
Closure of Coolmine Level Crossing

Our client made a previous submission on the DART+ West proposals as part of the public consultation in September 2021 and fully supports the overall DART+ West proposals to upgrade the Maynooth line to DART standard with enhanced frequency, as the scheme will provide enhanced Public Transport to the Dublin 15 area.

As part of the previous submission, concerns were raised in respect of the removal of the Coolmine Level Crossing on the basis that this would result in a disconnect in respect of the access to the Blanchardstown Town Centre for the large residential catchment of

Carpenterstown and Diswellstown (see Figure 1 below), located to the south of Coolmine Station. Blanchardstown Town Centre provides retail, food and beverage, civic, cultural and leisure and employment uses and is a key attractor for the Carpenterstown and Diswellstown catchment, being the designated Town Centre for the area.

Figure 1: Blanchardstown Town Centre area and public transport



From review of the submitted Railway Order application we note that the removal of the Coolmine Level Crossing continues to form part of the DART+ West project works. Whilst our client still has significant concerns in respect to this aspect of the proposals and disconnect between the catchment area and the Major Town Centre, it is not our client's intention to continue to object to this aspect of the proposals, noting the overall enhanced public transport to the area and benefits this will deliver. However, to ensure no adverse impact in respect of connectivity between the Town Centre and it's catchment area, it is respectfully submitted that the Railway Order should be subject to a condition requiring a good frequency local bus link from Coolmine Station to Blanchardstown Town Centre, to cater for the displaced trips between the Centre, the local catchment and the Station, and associated Active Travel improvements between the Town Centre and Coolmine Station (i.e. pedestrian and cycle infrastructural improvements between these two important local destinations in the D15 area), which should be funded by CIE in consultation with TII and the NTA and details of which should be agreed with the Planning Authority prior to closure of the level crossing.

The new shared pedestrian/cyclist bridge over the railway is welcomed. However, given it is a 20-minute walk from Coolmine Station to the Blanchardstown Town Centre, this is not an option for many people who cannot readily walk or cycle. Therefore, the provision of a

direct local bus service from Coolmine Station to the Town Centre will ensure continued connectivity and provide an enhanced link, particular for those impacted by the closure.

Conclusions

Thus, to offset the impact of the removal of the level crossing on the local people (and noting the NTA are the funder of the DART+ and the bus network service planning authority), it is respectfully requested that a condition such as the following is attached to the Railway Order:

“The applicant will liaise with the NTA and TII in respect of the provision of a direct local bus link between Coolmine Station and Blanchardstown Town Centre, and for Active Travel improvements between these two destinations, with details to be submitted to and agreed in writing with the Planning Authority prior to the closure of the existing level crossing at Coolmine Station.”

If you have any queries, please do not hesitate to contact us.

Yours sincerely,



John Spain Associates