

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

Riverside
Bleach Green
Lucan
Co Dublin
K78 X580

25th October 2022

Observation wrt the DART+ West Electrified Railway Order 2022

Dear Sir / Madam,

I welcome the Dart + initiative and am supportive of the Programme objectives, including to:

1. Promote multi modal transit, transport mode integration and active transport.
2. Boost regional connectivity.
3. Reduce over-reliance on private car usage and make public transport the preferred option for more and more people.
4. Improve land-use planning and the use of recreational facilities.
5. Support economic and population growth.
6. Achieve climate change targets.

These objectives, however, are significantly diluted by the failure to increase access to the rail network, specifically with the provision of a railway station that serves Lucan North.

As I referenced in my submissions to the Fingal County Development Plan 2023 – 2029 Strategic Issues Paper and Draft Fingal County Development Plan 2023 - 2029 [URNs: FIN-C377-204 and FIN-C453-1145], the historic development of the village of Lucan, and its environs, has been asymmetric and disjointed, and promoted car dependency with the consequential negative environmental, economic and health impacts.

Reinstating the railway station formerly located close to Collins Bridge, adjacent to the Royal Canal, on the Westmanstown Road (or building a new station close by) would

1. Help to rebalance and reintegrate the area.
2. Reduce the over reliance on private car usage in an area that consistently experiences chronic traffic congestion,
 - where no viable emergency transport alternative to the M50 is available [*as identified in the 'Enhancing Motorway Operations Services M50 Resilience between M50 J6 and J7 Scoping Study' from May 2019, produced by Roughan & O'Donovan – AECOM Alliance Consulting Engineers in conjunction with Transport Infrastructure Ireland {Document # 17.118 TO1722}*], and
 - where substantial additional development is in progress (e.g. the extension of Adamstown) and planned (e.g. Clonburris), that will further exacerbate the existing and long standing capacity issues on an overloaded road network.
3. Support sustainable economic and population growth.
4. Integrate with other modes of transport, including active transport, and connect existing and new amenity spaces (including the Royal Canal Greenway).

Delivery of a Lucan North Railway Station would be consistent with EU, National, Regional and Local Planning Frameworks and support several strategic targets and multi-purpose themes (including compact growth, high quality public realms, well designed neighbourhoods, community health and wellbeing, attractive walking and cycling environments, village regeneration and underpinning local businesses), as well as supporting a reduction in carbon emissions.

Given the scale of the Dart + West Program, the projected resource consumption, the opportunity cost, the extended timeframe to deliver, and the disruption consequential to delivering, failing to now provision local access for the largest population centre on the route is, I believe, indefensible.

I suggest that An Bord Pleanála's role includes ensuring that approval of the Railway Order is contingent on confirming the planning represents good value for (public) money, ensures a holistic and integrated approach to spatial planning and rail network provision, successfully supports compact growth and increased densities in the Greater Dublin Area, and aids the effective implementation of Project Ireland 2040 and the National Planning Framework.

In this context, I ask that any approval be contingent on the addition of a railway station for Lucan North.

Thanks in advance for your consideration.

Sincerely.

Conor O'Malley