



28th of October 2022

ABP Ref 314232/22

An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

Dear Sir/Madam,

I wish to make the following submission in relation to the proposed DART+ West Railway Order - Dublin City to Maynooth and M3 Parkway, ABP planning file reference 314232/22 as follows.

RAILWAY ORDER
TRANSPORT (RAILWAY INFRASTRUCTURE) ACT 2001
(AS AMENDED AND SUBSTITUTED)
DART+ WEST ELECTRIFIED HEAVY RAILWAY ORDER [2022]

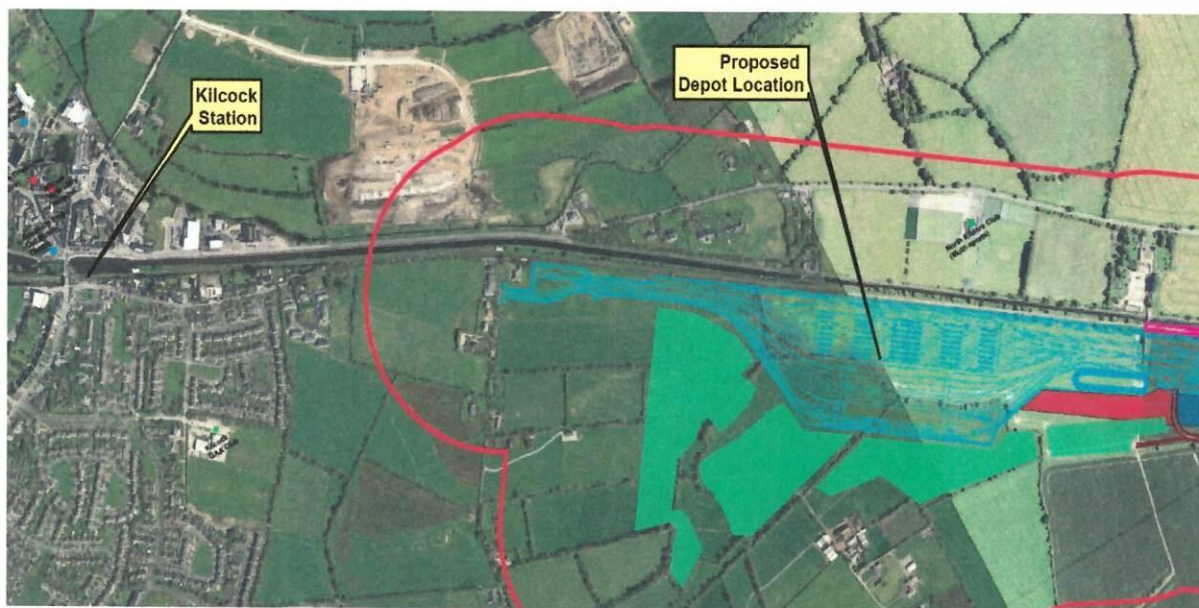
Please find enclosed €50.00 fee as appropriate.

Preamble

Firstly, the proposed project is a welcome development to increase the capacity of the train line between Dublin and Maynooth creating further capacity options to allow for a more meaningful modal shift from single occupancy vehicles to high-capacity public transport with a fast and efficient link to Dublin City Centre.

I do feel that while capacity will marginally increase on the line between Maynooth and Kilcock it would be a grave error not to deliver a dual dart line from the proposed depot at Maynooth to Kilcock train station particularly given the short distance between the two points of only 950 meters.

The following points should be considered in conjunction with the proposed Dart Plus West extension project on the Dublin-Maynooth-Kilcock train line.



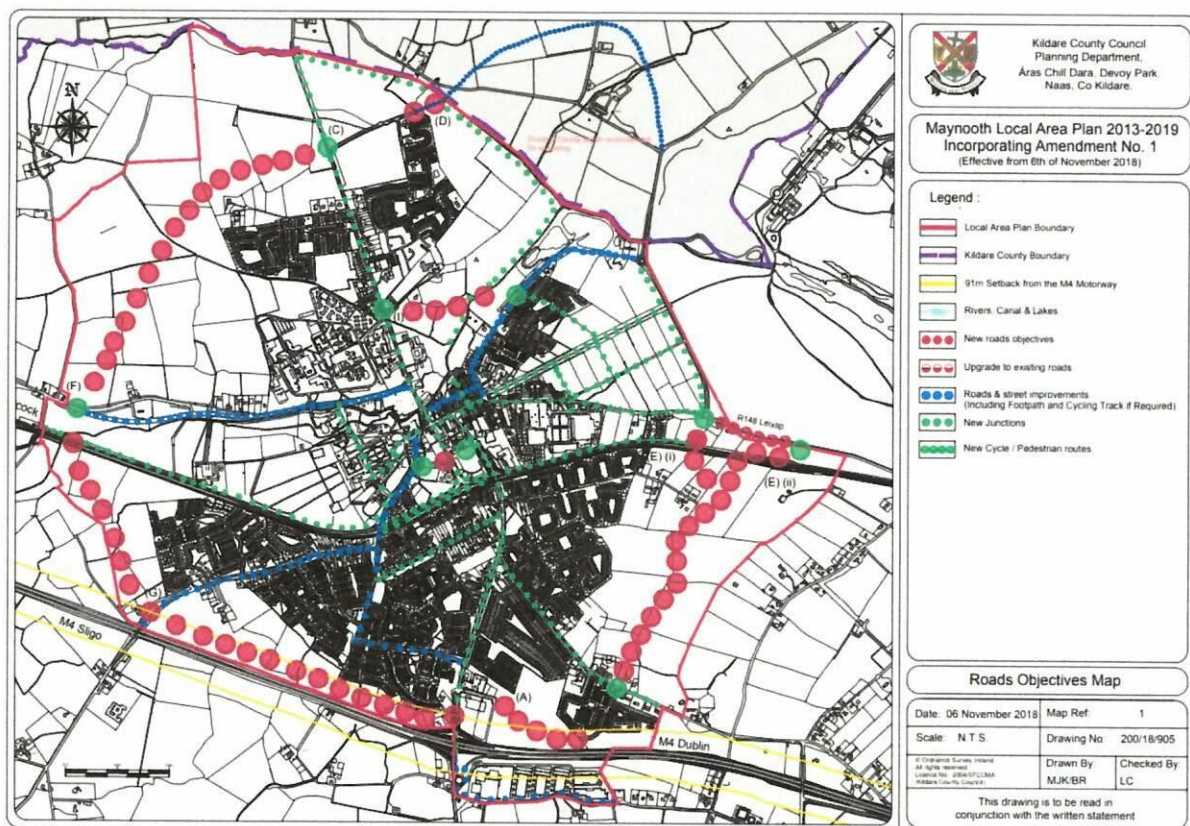
Rights of Way

I note from the documentation submitted with this application there is an intention to acquire a number of rights of way, I would hope that no person or entity will suffer negatively in term of access to their homes, businesses and or agricultural land, the protection of such access is set out in our constitution.

Jackson Bridge

Jackson Bridge is included within the curtilage of this rail order application and therefore, it being a protected structure warrants careful consideration of any large-scale development in close proximity. The protection of our built heritage is just as important as the provision of a high-capacity rail network. I request that the structure of the bridge not be interfered with in any way and that it should be renovated and repointed with the overview of a conservation architect which will create a prominent focal point on the Royal Canal Green Way.

The addition of a bridge to the west of Jackson Bridge to serve the rail depot seems to be unwarranted give the roads objective map below taken from the Maynooth Local Area Plan 2013-2019 which clearly show the provision of a bridge to the east of Jackson Bridge to serve the Maynooth Orbital Route which crosses the same rail line and the Royal Canal, surely one bridge could serve both purposes located to the east of Jackson Bridge and also to connect into the proposed new M4 Motorway Junction west of the current M4 interchange.



Temporary Land Acquisition

I have noted the temporary land acquisition particularly within and or adjacent to housing estates in Maynooth and Leixlip and along the current rail line route. I have concerns that these lands are to be used for access to the construction site which would bring heavy construction traffic through housing estates not suitable for such HGV's, the other concern is that the amenity space in certain estates namely Castlebridge in Maynooth and Glendale Meadows in Leixlip will be used as site compounds. I feel that the long-term removal of amenity space in any estate is a step too far and removes the typical use as play areas for the children in each respective estate.

The estates affected by temporary land acquisition for the purpose of access or site compounds are as follows.

1. Castledawson Maynooth
2. Newtown Hall Maynooth
3. Castle Bridge Maynooth
4. Parklands Maynooth
5. Glendale Meadows Leixlip
6. Branganstown Kilcock "Townland"

Roads Network

This application will have a negative impact on traffic in the towns of Leixlip, Maynooth and Kilcock for an extended period of time during construction. The traffic management plan must cater for local traffic accessing their homes and businesses. The suggestion of some minor roads to be used during the construction period, where the road is not suitable for the level of HGV's envisaged is a safety concern and needs to be addressed in a meaningful way.

Finally, the connection of various modes of current transport infrastructure is most important, but also the ability of future planned infrastructure works to link seamlessly into an existing transport network is equally as important. The future high capacity of the transport network is dependent on transport connectivity and planning these links now is responsible forward planning for the future.

Kind regards

A handwritten signature in black ink, appearing to read 'Tim Durkan', written over a horizontal line.

Cllr Tim Durkan