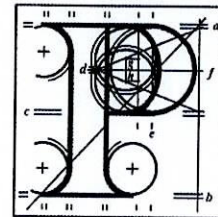


Our Case Number: ABP-316119-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Proinsias Mac Fhlannchadha
6 Wilkins Court
Limekiln Lane
Dublin 12
D12 AR00

Date: 01 June 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 (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,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

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Dublin D12 AR00

An Bord Pleanála,
64 Marlborough Street,
Dublin 1,
D01V902

Re: DART+ South West Electrified Railway Order 2023

Dear Sir/madam,

Whilst very much supportive of the scheme, in principle I am disappointed that Córas Iompair Éireann ("the Applicant") has yet again failed to deliver a project for the benefit of major tracts of Dublin City and is yet again failing the citizens along the rail corridor by not providing for rail stations at Kylemore, Ballyfermot and Cabra. As part of the attached submission, I would ask that the Bord request the Applicant to amend their proposal to include stations at Kylemore, Ballyfermot and Cabra. The provision of such stations is supported by local and regional policy as well as national transport policy as outlined below.

1. Greater Dublin Area Transport Strategy (2022-2040)

Included in the submission by the Applicant of their Rail Order for the Dart+ South West project, [the Planning Report](#) prepared makes reference to and relies upon provisions included in the Draft Transport Strategy for the Greater Dublin Area 2022-2042 ("the GDA Transport Strategy"). This Transport Strategy was published in final version by the National Transport Authority on the 24th of January 2023. The Rail Order was submitted on the 22nd of March 2023 post the publication of the final version of the GDA Transport Strategy. And hence this application does not reflect the final version of the Transport Strategy guiding this application.

As part of the GDA Transport Strategy (2022-2042), Measure RAIL6 – New Rail Stations states "*The NTA, in conjunction with Irish Rail, will develop new rail stations at Cabra, Glasnevin, Heuston West, Kylemore, Woodbrook, west of Sallins, west of Louisa Bridge and west of Maynooth.*" It would appear to be an oversight by CIE that they have included a station at Heuston West but not included a station at Cabra or Kylemore, both of which would provide public transport options to areas currently deprived of same. As you can see from Figure 5.1 below, the map is a significant part of the city which has been ignored as part of this application.

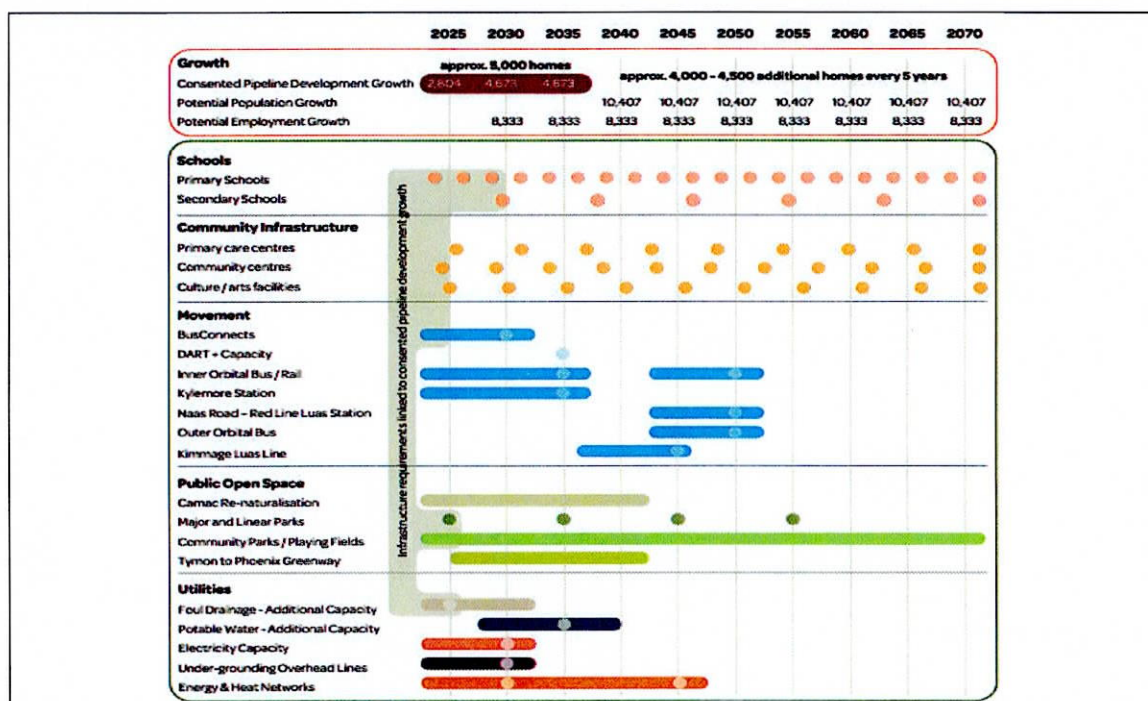
Correspondingly, any references by CIE to the Transport Strategy for the Greater Dublin Area 2016-2035 must be considered irrelevant and ignored due to this report having been superseded.

As is evidenced from the above the Applicant has failed to adhere to Objective RAIL6 which clearly support and plans for the inclusion of stations at Kylemore and Cabra.



2. City Edge Project

The City Edge Framework identifies the scale of strategic infrastructure required to support the future development of the area and identifies the most critical of this infrastructure. As is evidenced from the below the provision of Kylemore Station is a key priority in order for the realisation of the City Edge project.



As has been identified by the City Edge Project team as part of their [Strategic Framework Document](#) issued in August, 2022, "a new railway station at Kylemore Road is provided for in the Draft GDA Transport Strategy 2022-2042. This is a **key piece of infrastructure** for City Edge which will deliver a multi-modal interchange directly connecting services planned under DART +, Bus Connects and Luas Line..... Key to unlocking the benefits of rail will be improved connectivity to Park West Cherry Orchard Station and **more critically the provision of a new station at Kylemore Rail Interchange**.... Kylemore Rail Interchange is a new station that was considered under initial DART+ proposals and is also detailed in the Draft GDA Transport Strategy 2042 (Measure RAIL6). **The station will allow City Edge to deliver a best practice multi-modal interchange that promotes Sustainable Mobility, Place shaping, Connectivity and Transit Orientated Development, enabling up to 15 trains to directly serve City Edge per hour with journey times of five minutes to Heuston Station and about 10 to 12 minutes to and Connolly and the city centre.** The station will be designed to enable easy, accessible and convenient integration between PT modes, including DART+, Luas Line F (City to Lucan), bus services and other orbital routes. This will allow residents, workers and visitors to benefit from the high-quality public transport available in City Edge.¹

It appears that this omission of this station by the Applicant is a glaring shortcoming and jeopardises the deliverability of the City Edge project by not including this station at Kylemore as part of this application. As mentioned, I am fully supportive of the project but the omission of the stations at Cabra, Ballyfermot and more so Kylemore jeopardise the deliverability of the City Edge project, which is arguably the largest regeneration project the country has ever undertaken and leaves citizens of South Dublin again with limited public transportation options. For this reason, I ask that the Bord requests that the Applicant provides for a plan incorporating a station at Kylemore in particular.

Kind regards,

Proinsias Mac Fhlannchadha

¹ City Edge Strategic Framework (August 2022) – Page 118