

# DART+WEST ORAL HEARING

Cllr John Walsh

Labour Party

Castleknock

# ACCESSIBILITY

- Question – clarify why lifts not being included in design for Ashtown, Coolmine, Clonsilla and Porterstown?
- Response suggests that residents favoured removal of lifts or alternative to them – my understanding is that residents raised concerns about poor maintenance of lifts but did not seek their removal.
- An Bord Pleanála should impose a condition that lifts be provided in all stations along the route where existing crossings are being closed or replaced.
- It should also be a condition of any approval that lifts are provided in tandem with a 24-hour maintenance contract to ensure prompt repairs to facilitate mobility impaired residents and commuters who cannot use the bridges or steps.



# ASHLEIGH TRAFFIC MITIGATION

- Lack of consultation at any point with Ashleigh residents; completely new that temporary access road needed for construction management process.

Ashleigh residents need to know:

1. What other options for temporary access during bridge construction were looked, at before it was decided that temporary road and access through Ashleigh open space was the preferred option?
2. What would this proposed temporary access road and entrance will look like?
3. What will the road be constructed of?
4. Will it have public lighting?
5. Will there be a separate footpath? Will there be security fencing?



# IMPLICATIONS FOR ASHLEIGH

- Fundamentally compromises green space – no apparent consideration of impact on this green space.
- Significant detrimental impact on residential amenity.
- Impact on safety of children due to construction & residential traffic.
- Felling of mature trees along northern boundary and tree line compromised in long-term.
- Omit the proposed traffic mitigation measure for Ashleigh from The Construction Traffic Management Plan (CTMP) pending full consultation with residents on the options available and the provision of full details of the actual road proposal.
- Irish Rail should explore alternative solutions to temporary road into estate



# VISUAL IMPACT OF NEW BRIDGES

- Irish Rail should re-consider its preference for large-scale concrete structures, which are inappropriate in close proximity to the Royal Canal, a protected structure and proposed Natural Heritage Area.
- Efforts being made to mitigate this impact at Coolmine and Ashtown through a more slender steel bridge.
- This should be done at Clonsilla and Porterstown as well – standardised design to reduce footprint and visual impact.
- Request a condition that these concrete structures should be replaced by slender, minimalist structures to protect visual amenity in built-up areas and to be in keeping with the sensitive ecological area and protected landscape of the Royal Canal.



# ASHTOWN

- Current proposal for a tunnel will have a significant and disproportionate impact on Ashtown stables.
- Ashtown stables are operating on the bare minimum footprint for their activity and Irish Rail's current plans would turn an unnecessarily large area around the Stables into a construction site. This would render Ashtown Stables non-viable and force the stables to close.
- It should not be acceptable to allow the loss of such a valuable community and recreational amenity which serves young people across the Dublin 15 and Navan Road area.
- Clarify impact on neighbouring estates such as Martin Savage Park where the removal of trees should be avoided.



# IMPLICATIONS OF CLOSURE OF COOLMINE ROAD FOR LOCAL ROUTES, SCHOOLS

- Current crossing points on Maynooth line in Dublin 15 reduced from 6 to 3.
- Correct decision not to proceed with overbridge Stationcourt-Riverwood; why were all the other options also rejected?
- Irish Rail estimated that traffic on Castleknock/Granard Bridge is anticipated to increase by 40% in the AM peak for the opening year of 2028, with an increase of 10% for PM Traffic (EIAR Appendix A6.1) – is this still a correct projection?
- The Laurel Lodge junction sees an increase in traffic of up to 15% and is being upgraded, while the Castleknock Road/Roselawn Road Junction sees an increase in traffic of up to 17% but cannot be upgraded due to the nature of the junction itself.
- Moves increased traffic along Delwood Road past St Francis Xavier's National School.
- Even with modal shifts, issues arise with lack of access to strategic road infrastructure – harder to get to M50 and N3.
- What actions can Irish Rail take to mitigate these impacts?



# DART+WEST

- Fully support electrification of Maynooth line.
- Significant problems with public consultation.
- Should involve community gain and not have medium to long term detrimental impacts for local communities.
- Opportunity to agree improvements and address issues in current plan.



**AN BORD PLEANÁLA**

**2 8 SEP 2023**

LTR DATED \_\_\_\_\_ FROM \_\_\_\_\_

LDG- \_\_\_\_\_

ABP- \_\_\_\_\_