

Case reference: NA29S.314232

DART+ West Railway Order - Dublin City to Maynooth and M3 Parkway

We, the below mentioned residents of the St Mochta's Estate would like to make the following submission.

On behalf of:

Emma Colley & David Power

23 St Mochta's Avenue. Coolmine Dublin 15

Joseph Drew

11 23 St Mochta's Avenue. Coolmine Dublin 15

Sabine Maher

7 St Mochta's Road. Coolmine Dublin 15

Marian Finnerty

10 St Mochta's Avenue. Coolmine Dublin 15

Carol O'Reilly

62 St Mochta's Green. Coolmine Dublin 15

Aishling Begley & Liam Smith

21 St Mochta's Avenue. Coolmine Dublin 15

We have concerns regarding the negative impact to our estate as a direct result of the closure of the level crossing at Coolmine Train Station and the proposed installation of a pedestrian/cycle bridge which we would like to highlight.

The proposed closure of level crossings - specifically at the Coolmine Station

This level crossing must stay open and continue to allow through traffic crossing the Coolmine Road. The closure would force additional traffic through Castleknock Bridge and the Dr Troy Bridge which is already at capacity. Not all commuters use the train and it is selfish of Irish Rail to ignore road users. Journey times will be increased and will have further knock-on negative effects on our estate once the local council propose counter measures to the increased traffic. (Proposal of additional traffic bridge through the heart of our estate.)

Antisocial Behaviour – creating a no-go area

To access the Coolmine Road, or to even access Coolmine Train station, we as residents from St Mochta's use Sheepmore Lane which is already a quiet laneway, bordered by the canal. By creating what is effectively a cul-de-sac you are isolating this area even further. You are further reducing activity on the Coolmine Road by the closure of the level crossing and with no houses overlooking this part of the road it is inviting further anti-social behaviour including dumping and drug use.

Proposed Pedestrian/Cycle Bridges – aesthetics

Not only is it ugly it would be an eyesore to what is a beautiful part of the Royal Canal/Deep Sinking at Coolmine. An area rich in nature and a local amenity we are lucky to have and maintain, the proposed bridge does not suit this part of the canal/area.

Proposed Pedestrian/Cycle Bridges – environment

Irish Rail must, however, be cognisant of the fact that the Maynooth line is located directly beside the Royal Canal, a proposed Natural Heritage Area (pNHA), with wildlife protected under the Habitats Directive. It is inevitable that wildlife would be impacted during the construction phase and in the 24/7 lighting that would be required once completed.

Proposed Pedestrian/Cycle Bridges – discriminatory

The recently opened pedestrian ramp at Pelletstown train station, also along the Maynooth line, has been highlighted as a concern for wheelchair users, or those with mobility concerns (source Access for All Ireland). The bridge proposed for Coolmine level crossing would provide similar challenges and a disgraceful alternative on offer to anyone with mobility issues.

There has been a complete lack of public consultation on the matter including data to back up the proposed increase in train times post-covid, a shortage of hard copy material and adequate sharing of artist impressions of the structure for the public.

We hope that An Bord Pleanála will approve the Dart West project, subject to certain amendments and conditions. We also urge An Bord Pleanála to hold an **Oral Hearing**, to enable local communities express their views and concerns, so we can work with Irish Rail, to ensure the Dart West project is a success for everyone.

Regards,

Emma Colley, David Power, Joseph Drew, Sabine Maher, Marian Finnerty, Carol O'Reilly, Aishling Begley & Liam Smith

St Mochta's Estate, Coolmine Dublin 15