

/An Bord Pleanála

Case Ref NA29S.314232

Co Dublin, Co Meath, Co Kildare

Description: Dart+ West Electrified Railway Order 2022, Dublin City to Maynooth and M3 Parkway

Submission in opposition to permanent closing of crossing at Coolmine Dublin 15

I am a 26 year resident at 23 Laverna Avenue, D15X43K. I am objecting to the proposed closure of the crossing at Coolmine as part of the Dart West project. I note the earlier plan to close the crossing was accompanied by a plan to build another crossing near-by. That plan has now been scrapped and been replaced with: nothing. They gave up. Some "upgrades" to the area where the traffic will be diverted are proposed but that will not alleviate the severing of the area and the substantial impact on the neighbourhoods and traffic. The proposed diversion is inadequate for the following reasons:

1. The area surrounding the Coolmine Crossing will be severed from its immediate shopping areas (Roselawn, Coolmine Industrial Estate, and Blanchardstown mall), and the recreation area at Millennium Park. This will substantially diminish the quality of the area and increase the time cars are on the road which is contrary to public policy of reducing carbon emissions and petrol consumption. All the bikes and footpaths are meaningless when you have to bring your shopping back home.
2. The feeder roads into the proposed diverted crossing are not adequate to take the increased traffic and are neighbourhood roads that cannot be "upgraded" and should not be subjected to the increase in traffic.
3. It is short sighted to close the crossing—the "nothing" plan is just kicking the problem down the road. There is no doubt that another crossing will be required in future.

I am only a private citizen and I haven't any fancy surveys to present but I bet I know this area better than anyone involved in the plan. I think it would be entirely possible to put in a little humpback bridge, similar to the one over the tracks and canal at the Castleknock station, at the Coolmine crossing. It wouldn't need to be the fanciest crossing but it would serve the needs of the area and have good longevity potential. Would it cost more than the "nothing" plan? Undoubtedly—at least right now. It will be more expensive later.

That is all I really wanted to say. In summary, the "nothing" plan is inadequate, detrimental to the area, short-sighted, and does not take all other options into account.

Regards,
Jane McKevitt
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