

An Bord Pleanála
64 Marlborough Street
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AN BORD PLEANÁLA	
LDG-	<u>058442-22</u>
ABP-	
24 OCT 2022	
Fee: €	<u>50</u> Type: <u>cheque</u>
Time:	By: <u>post</u>

23 Bramley Grove
Castleknock
Dublin 15

20 October 2022

Subject DART+ West Railway Order Application

Dear An Bord Pleanála

I wish to make a submission on the proposed DART+ West Railway Order for the railway works to enable the construction, maintenance, improvement and operation of the railway along an approximate 40km section of the existing railway line between Dublin City Centre and M3 Parkway Station (County Meath) and a new maintenance depot to the west of Maynooth (County Kildare). Attached please find a cheque for the observation fee of €50

I welcome and support the proposed works to upgrade the service on this rail line between Dublin City Centre and M3 Parkway Station/ Maynooth station.

I would like to comment specifically on the section of the works in the area adjacent to Coolmine Rail station.

I have lived in this area since 1989 and frequently use the rail service. The proposed works involve the permanent closure of the Dublin 15 level crossings including the level crossings at Coolmine Rail Station. This closure will affect the residents of Carpenterstown accessing their local neighbourhood shopping centre at Roselawn with the anchor tenant Tesco by car. It will also affect residents accessing the larger regional retail centre Blanchardstown Town Centre by car. To some extent, this restricted access is mitigated by:

- Availability of internet shopping and home delivery by Tesco and other similar retailers.
- The availability of public transport to Blanchardstown Town Centre on the #37 bus, this access is retained under the Bus connects plan (although the bus number changes).
- Alternative road access via Dr Troy Bridge & Granard Bridge.
- Proposed pedestrian and cycle overpass at Coolmine Rail Station

The rationale for closing the level crossing is driven by the proposed increased frequency of rail services and level crossing closure times necessitated by safety concerns and sightlines. The impact of additional services and associated level crossing closures on the road network need to be taken into consideration as part of the consideration of the railway order application.



Before the opening of the Dr Troy Bridge (circa 2001) to the west of Coolmine Rail Station, the closure of the level crossing at evening peak commuting times would cause extensive congestion of traffic. This congestion (highlighted in yellow above) caused a gridlock in the Carpenterstown Area.

My concern is that if the level crossing was retained with the much-improved rail service, this would result in the gridlock of Carpenterstown Road, Carpenterstown Park Avenue and Luttrellpark Road. The nature of observed driver behaviour is once people commit to using the level crossing they are reluctant to turn around and seek an alternative route.

While the #37 bus travels on a dedicated bus lane on Carpenterstown Road & Carpenterstown Park Avenue on the journey to Dublin City Centre, traffic congestion of this extent would make the roundabout on Carpenterstown Road impassable and impact this bus service.

The closure of the level crossing at Coolmine Rail Station will restrict our existing access to Roselawn Shopping Centre and Blanchardstown Town Centre by car, however on balance I support the proposed closing of the level crossing.

Yours sincerely

Kieran O'Neill