



An
Bord
Pleanála

Observation on a Strategic Infrastructure Development Application

Observer's details

1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

(a) Observer's name

Michael O'Connor

(b) Observer's postal address

83 Roselawn Road, Castleknock, Dublin 15,
D15 E12W

Agent's details

2. Agent's details (if applicable)

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Click or tap here to enter text.

(b) Agent's postal address

Click or tap here to enter text.

Postal address for letters

3. During the process to decide the application, we will post information and items to you or to your agent. For this **current application**, who should we write to? (Please tick ✓ one box only)

You (the observer) at the postal address in Part 1

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The agent at the postal address in Part 2

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Details about the proposed development

4. Please provide details about the **current application** you wish to make an observation.

- (a) **An Bord Pleanála case number for the current application (if available)**
(for example: 300000)

314232 - <https://www.pleanala.ie/en-ie/case/314232>

- (b) **Name or description of proposed development**

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

- (c) **Location of proposed development**

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

County Dublin, County Meath, County Kildare, Dublin City Council

Observation details

5. Grounds

Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below. There is **no word limit** as the box expands to fit what you write.

You can also insert photographs or images in this box. (See part 6 – Supporting materials for more information).

27 October 2022

DART+ West – Splitting a community in two.

Dear Sir / Madam,

I am a regular railway user so I very much welcome the upgrading of the railways serving the west of Dublin and the neighbouring counties.

However, I live in Dublin 15 and the current DART+ West proposal will destroy the community in Dublin 15, presumably for the putative benefit of those rail users who are passing through, and not in any way contributing to, Dublin 15.

I am not a planning expert, I am simply a very concerned resident, so I may not use all the correct technical terms but I trust that you will be able to understand my issues with the proposal.

Dublin 15 has been developed largely as a single unit rather than a multiple of centres.

So, for example, there is a single town centre with all its related services, such as the library and theatre. There is a single main hospital. There is a single third level college. The business / industrial developments, while quite extensive, are mainly co-located to the north of the district.

There are, of course multiple local amenities such as local shops, and local primary and secondary schools. And there are other resources and facilities that fall between these two extremes of full centralisation and full localisation, such as sports clubs and related pitches and other facilities.

But it is clear from the way it was planned that there is an expectation that residents can move freely within the entire area of Dublin 15; they can live in one part, shop in another, work in another, play in another, etc, etc.

The railway line, and the associated canal, is a barrier to that free movement of residents within the area.

For example, I live in Roselawn and my preferred doctor's surgery happens to be in Carpenterstown. So, in order to visit my doctor, I must cross the railway. Equally I have friends living in Carpenterstown who work in Ballycoolin and so must cross the railway going to and from work. Or friends in Laurel Lodge who must cross the

5. Grounds

railway going to shop in the town centre. My children played in Castleknock GAA club necessitating multiple trips over and back across the railway line. I'm sure you get the picture.

The situation today is far from perfect. There are only 5 crossing points: Castleknock Rd, Coolmine Rd, Diswellstown Rd, Porterstown Rd, and the R121 at Clonsilla. Apart from the Dr Troy Bridge on Diswellstown Rd, these are all old crossings. All of them are current traffic bottlenecks, regardless of whether the traveller is using private or public transport or of the type of transport. The planners should be looking at ways to make it easier for residents to cross the railway / canal barrier. But there are 5 options available at present and if one crossing is blocked, for whatever reason, at least there are some alternatives available.

But DART+ West is proposing to close 3 of these crossings. The only ones left available to motorised transport will be Diswellstown Rd and Castleknock Rd. This is a recipe for disaster. The people living to the south of the railway will be effectively denied access to the town centre and the industrial area. Those living to the north will be denied access to the local facilities south of the railway.

Replacing the level crossings with pedestrian bridges only caters to railway users approaching the tracks from either side, as the distances involved for residents moving around the area necessitate motorised transport of one form or another.

The DART+ West plans, themselves, admit that the traffic management in Dublin 15 will be severely impacted. However, their attempts to deal with this by modifying some of the road junctions in the area are laughable. As I have said already the bottlenecks are the crossings themselves. Modifying the approaches to the crossings cannot in any way adequately address the problem of the bottlenecks themselves. Removing 3 of the 5 is clearly guaranteed to worsen the problems at the remaining 2 bottlenecks. It is a recipe for gridlock in Dublin 15 and will effectively split the community.

I note that at the locations to the east and west of Dublin 15 (Ashtown and Barberstown respectively) the plan is to replace the current level crossings with alternate forms of crossing.

Why is this not being done in Dublin 15?

Dublin 15 is a unit. This is how it has been planned and developed. DART+ West cannot be allowed to destroy that unity and divide this community.

Yours faithfully,

Michael O'Connor

Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

You can insert photographs and similar items in your observation details: grounds (part 5 of this form).

If your supporting materials are physical objects, you must send them together with your observation by post or deliver it in person to our office. You cannot use the online uploader facility.

Fee

7. You **must** make sure that the correct fee is included with your observation.

Observers (except prescribed bodies)

- strategic infrastructure observation is €50.
- there is no fee for an oral hearing request

Oral hearing request

8. If you wish to [request the Board to hold an oral hearing](#), please tick the “Yes, I wish to request an oral hearing” box below.

You can find information on how to make this request on [our website](#) or by contacting us.

If you do not wish to request an oral hearing, please tick the “No, I do not wish to request an oral hearing” box.

Yes, I wish to request an oral hearing

☐ Yes

No, I do not wish to request an oral hearing

☐

Final steps before you send us your observations

9. If you are sending us your observation using **the online uploader facility**, remember to save this document as a Microsoft word or PDF and title it with:

- the case number and your name, or
- the name and location of the development and your name.

This also applies to prescribed bodies sending an observation by email.

If you are sending your observation to us by post or delivering in person, remember to print off all the pages of this document and send it to us.

For Office Use Only

FEM – Received		SIDS – Processed	
Initials		Initials	
Date		Date	

Notes