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27th Oct 2022

An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

**RE: Case reference: NA29S.314232 by Córas Iompair Éireann
DART+ West Railway Order - Dublin City to Maynooth and M3 Parkway**

Dear Sir or Madam,

I wish to make the follow observations to the above Railway Order application:

- (1) I request an oral hearing as part of this process.
- (2) The planned closure of the Level Crossings at Coolmine and Clonsilla will have a dramatic increase in traffic congestion across Dr Troy Bridge, leading to gridlock in the Clonsilla and wider Dublin 15 area.
- (3) The Public Consultation process has not extensively explored alternative infrastructure upgrades, such as the tunnel at Coolmine, tunnel at Riverwood/Stationcourt, or re-visiting the option of a bridge immediately west of Clonsilla station.
- (4) The proposed upgrade of junctions will have no impact on traffic congestion or travel times. The bottleneck will be Dr Troy Bridge which remains single lane in each direction.
- (5) No Bus lanes exist on Dr Troy Bridge, therefore public transport time and BusConnects connections will be significantly impacted by the closure of Coolmine and Clonsilla Level Crossings. Specifically, the following routes will be impacted either directly or indirectly: 37, L52, 39, 139 and 39X.
- (6) A tunnel proposal is being included in the railway order for Ashtown, which has less traffic movements than Dublin 15 closures.
- (7) The proposal does not take into consideration the increased traffic volumes that will occur when Kellystown LAP is developed. The Kellystown Local Area plan provides for up to 857 additional units that will use Dr Troy Bridge to provide access to the National Roadway Network (N3, M50) and local amenities like Blanchardstown Shopping Centre. This development will put extra pressure on an already congested Dr Troy Bridge. The bridge does not have the capacity to handle existing traffic, Coolmine Level Crossing Traffic, Porterstown Level Crossing Traffic and Clonsilla Level Crossing Traffic.
- (8) The proposed bridge at Barberstown will not serve residents of Clonsilla or the rest of Dublin 15. It will only serve commuter traffic using local roads to bypass the M50. A typical journey from Clonsilla Village to Carpenterstown would be approx. 8.5km longer using the proposed Barberstown bridge (Source: Google Maps). This will force traffic to use and already congested Dr Troy Bridge.
- (9) Planners of the Royal Canal which opened in 1817, had the foresight to build 5 bridges in the Dublin 15 Area (Old Navan Road to Clonsilla). This was when Horse & Carts crossed in a rural area. Irish Rail (CIE) are now proposing that we have 2 crossings in the same area, with the population of Dublin 15 expected to grow to 140,000 by 2029 (Source: <https://consult.fingal.ie/ga/node/22801>).
- (10) The proposal to close the level crossings without replacement grade-separated car/bus infrastructure will divide communities, school catchment areas, parishes, etc. We will be left with an area divided by which side of the railway you live on.

- (11) The proposed pedestrian/cycle bridge at Clonsilla is unsightly and will dominate the view in these areas. This is of particular concern as the bridge is being built near historic elements that form part of the unique heritage and character of Clonsilla Village. The bridge is immediately adjacent to four protected structures: Callaghan Bridge, Clonsilla Signal Box, Clonsilla Overbridge and St Mary's Church. There are more suitable locations for any bridge further to the west of these protected structures. The area around St Mary's Church is of key significance to the unique character and built heritage of Clonsilla.

I request that the following conditions be placed on any approval for this railway order:

- i. Level crossings at Coolmine and Clonsilla should not be closed without adequate grade-separated replacements Car/Bus routes being put in place close to the original crossing location. Specially, I would recommend a tunnel at Stationcourt/Riverwood and a road bridge just west of Clonsilla Station
- ii. Any foot/cycle bridge put in place, should be sympatric to its surrounding environment and should not be within 250m of a protected structure. Specifically, any footbridge at Clonsilla should be west of current station, and ideally be combined with bridge for Cars/Buses.

While I don't object to the development DART+ in principle, indeed I strongly believe in high-speed/high-capacity public transport. This development should not have a detrimental impact on the standard of life for the residents of Dublin 15. Proper planning and infrastructure development will avoid this.

Many thanks for considering my observation. I trust your decision will be in the best interests of current and future Dublin 15 residences, the heritage of Clonsilla Village, and the strategic development of the Dublin 15 area.

Many thanks,



Richard Dixon. MIE, BSc (Eng), PMP.