

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

Cllr Joe Neville

(b) Observer's postal address

93 Ryevale Lawns

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

Cllr. Joe Neville

(b) Agent's postal address

Click or tap here to enter text.

93 Ryevale Lawns, Leixlip, Co. Kildare

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**

☐

**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)

DART+ West Electrified Heavy Railway Order [2022]

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

DART+ West Electrified Heavy Railway Order [2022]

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

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

Confey bridge and Kilmacredock/Barrogstown level crossing

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).

1. The Cycle Lane / Pathway

As Referenced in **_Work No.28.4 Drawing No.WP028** 7m depth of current Green Space at the front of Glendale will be lost and replaced with a new wall, embankment and hedging, and a cycle lane / pathway (see Figure 1.2). The residents have observed that this will have a significant impact on the existing green space that is currently used for recreational activities as well as impacting on current fauna and flora. It will particularly impact on the mature trees that residents have grown and maintained over many years

Figure 1.1

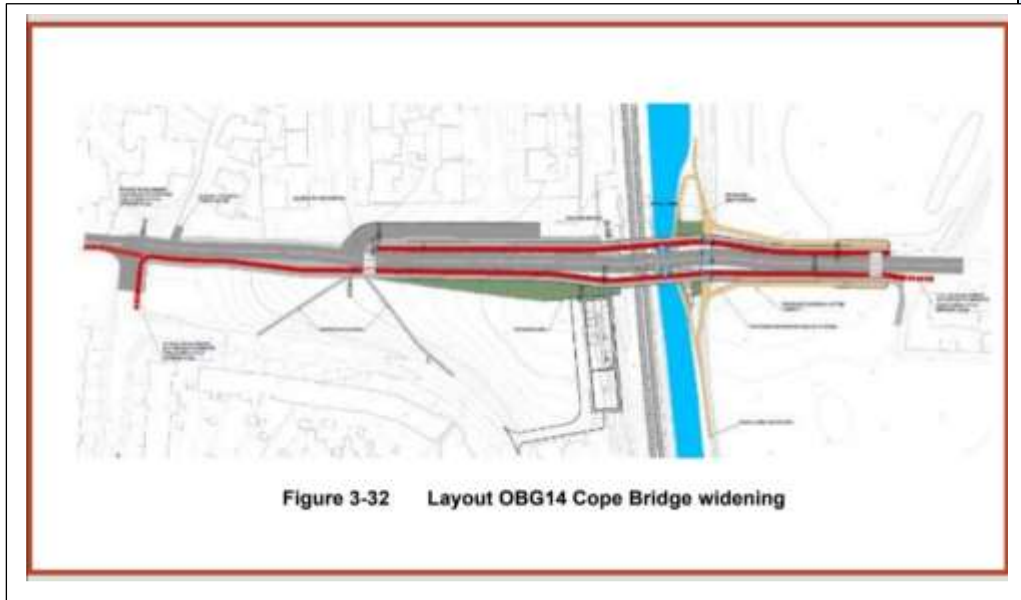


The residents have observed that there could be a possibility of keeping the existing boundary and hedgerow and add the cycle lane / pathway

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running along the existing green space. The residents are not clear if this has been considered.

Figure 1.2



The residents have observed that there is no clear plan for further development of the Cycle Lane / Pathway as it ends abruptly either end of the proposed infrastructure.

The residents have also observed a similar cycle lane / pathway on the opposite side of the road / bridge and question the need for a cycle lane / pathway on both sides of the road. Using one side only, the current train Station side would have least impact on all parties. The residents question if this has been considered.

2. The New Boundary / Embankment

The application makes reference to a new wall and embankment

____ **Work No.28.4 Drawing No.WP028** This new wall and embankment will replace mature hedgerows and trees. The Residents

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observations are that it is not clear at what level of maturity will plants and trees be planted and trees can take many years to grow and provide natural scenery. Currently the mature boundary screens off heavy traffic from view (See Figure 2.1).

Figure 2.1



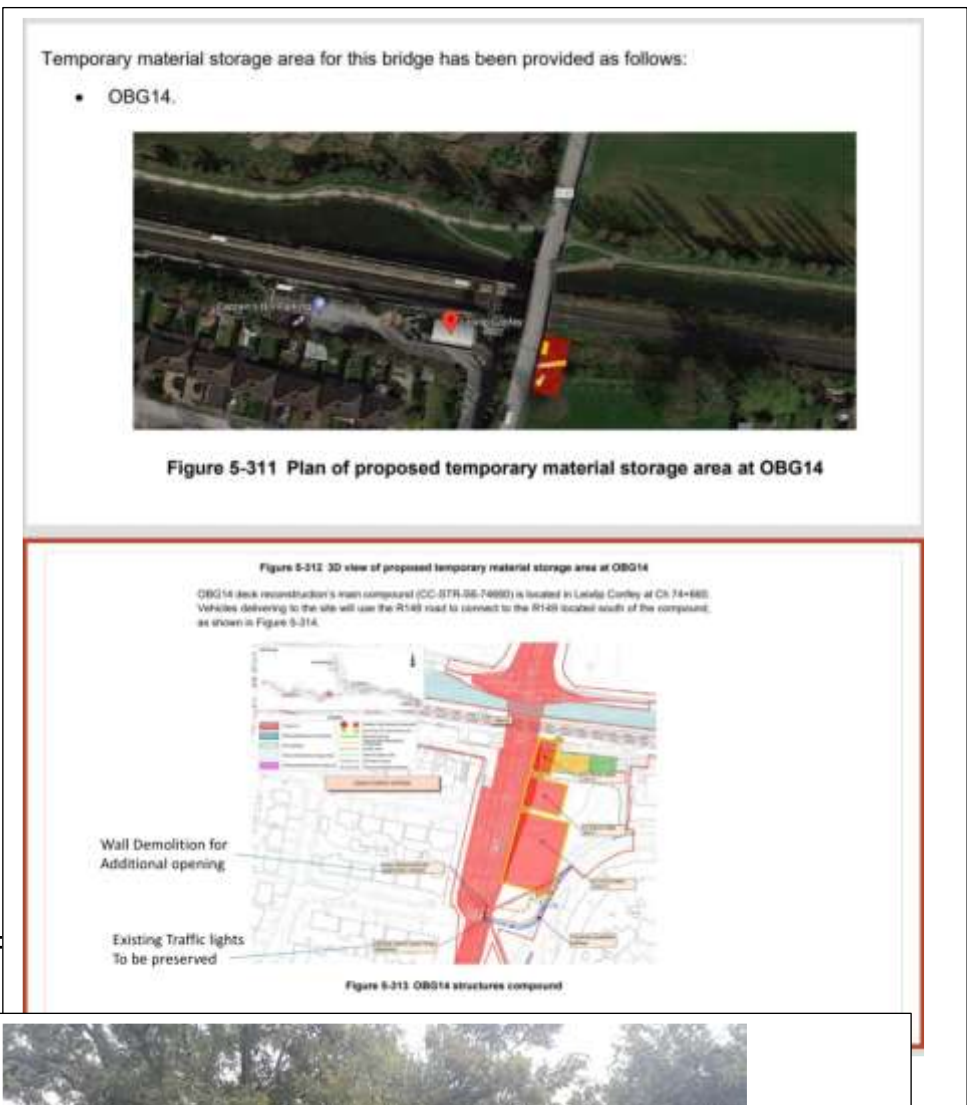
3. The Compound

The application makes reference (**Work No. 28.6 Drawing No. WP028**) to a compound for storage of machinery and equipment being placed on the front green space for a significant amount of time (see Figure 3.1). This will hugely impact on the current green space used by residents for recreation such as children playing sports, residents walking their dogs and people having picnics. This green space has been maintained for many years by the residents both with residents' money and volunteered time with a particular focus on biodiversity (see Figure 3.2). This compound will also impact negatively on the natural fauna, flora and mature trees. The residents have observed the magnitude of this

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compound and believe it will also have a negative impact on residents in terms of noise pollution; create an eyesore to what has been a well established, picturesque green area; create additional traffic and cause congestion in the estate (see Figure 3.3); create additional traffic of HGVs causing a danger to children crossing the roads; and affect current access to train station in a safe manner.

Figure 3.1



5. Grounds

Figure 3.3



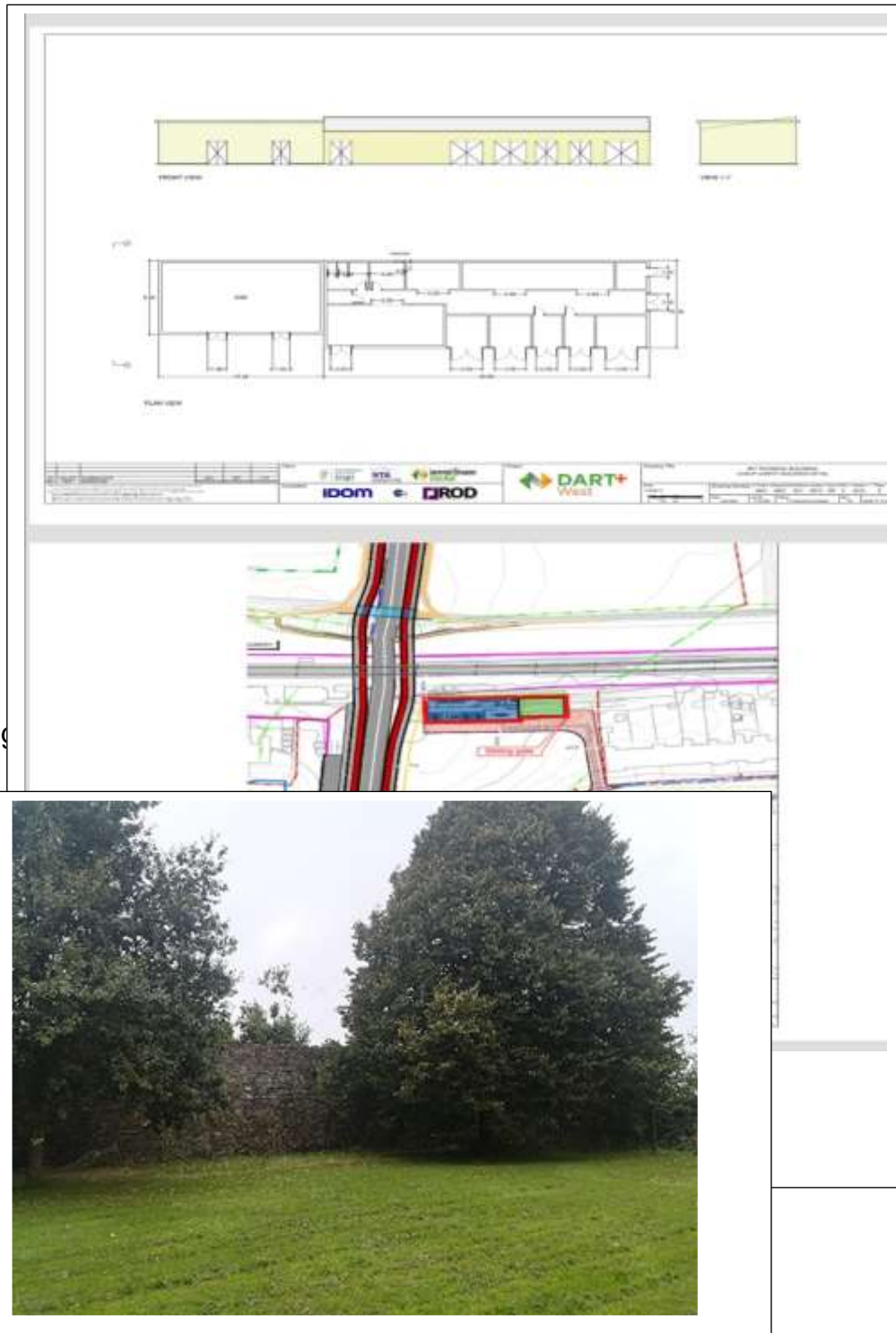
and feel it would be a preferred first choice for everyone's health and well being.

4. The Substation

The residents have observed in the application on section **Work No. 28.5 Drawing No. WP028** the proposal to build a permanent substation on the front green area in Glendale (see Figure 4.1). This will greatly impact residents due to the significant loss of green area that is currently used for recreational purposes. This will also impact the mature hedgerows and trees. This green area has been maintained by residents for many years, both financially and through volunteering of time. Residents had been in discussion about increasing the biodiversity of these lands and these have had to be put on hold with this proposal imminent.

5. Grounds

Figure 4.1



5. Grounds

The residents have observed the height, width and depth of this building which they believe will be a significant eyesore to the current natural landscape. The residents are aware of land that is owned by CIE further along the tracks and they question if another location was considered. The residents have not been able to observe or get clarity on the function of the substation or its necessity.

The residents have observed an access road going from an internal estate road, across the green area to the substation (See Figure 4.1). This access road will have a significant impact on loss of green space currently used for recreational purposes by residents. This internal estate road already experiences severe congestion and can prove very difficult for residents to exit the estate. This is in part due to people parking in the estate and then travelling by train (see Figure 4.3). Adding additional traffic to this area will be an extreme hardship on residents and also add additional issues with road safety in particular for the young residents of the estate.

Figure 4.3



5. Grounds

5. Parking:

Currently Glendale Estate experiences a high volume of cars parking on the roads in order to access the train station (see Figure 6.1). The current Confey Train Station has a small car park which is rarely full to capacity due to costs of parking. With the planned improvements to the train service the Residents have not been able to observe a clear plan to manage parking for train users.

Figure 5.1



5. Grounds

Kilmacredock/Barrogstown crossing. This level crossing needs to be retained as without it a community and indeed a whole town is being cut off. At minimum Irish rail need to find a solution that allows people to access this area. A significant number of people will be impacted on a daily basis and I know Kildare County Council want this access kept. Please do not close this crossing. Hundreds of submissions have gone into the dartplus scheme but the public are not being listened to. Can you reverse this decision so local people can benefit from the greenway, bus services and overall access in the area.

Kilcock. Ensure that dartplus is brought there in this phase as it should have been planned for.

5. Grounds



Supporting materials

	6.	<p>If you wish, you can include supporting materials with your observation. Supporting materials include:</p> <ul style="list-style-type: none"> • photographs, • plans, • surveys, • drawings, • digital videos or DVDs, • technical guidance, or <p>other supporting materials.</p> <p>You can insert photographs and similar items in your observation details: grounds (part 5 of this form).</p> <p>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.</p>	

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

☐

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