



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

Stella Barrett

(b) Observer's postal address

17 Glendale, Leixlip, Co. Kildare

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

N/A

(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)

Case Ref: NA29S:314232

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

Dart+ West Electrification Railway Order 2022 (Case Ref: NA29S:314232)

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

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

Glendale Estate and Cope Bridge area:

Location of proposed permanent ESB substation/CIE Depot & temporary Construction Compound in Glendale Estate and changes to existing Cope Bridge, Confey, Leixlip

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).

I am writing to give observations on the Dart+ West Railway Order 2022 (Case Ref: NA29S:314232). The main concerns I have are in relation to:

- the proposal for a permanent CIE depot and permanent ESB substation on the green amenity area within Glendale Estate.
- The proposal to put the temporary construction compound for this major infrastructural work also on this green amenity area within Glendale estate.

Proposed site for Construction compound and CIE Depot/ESB substation:

There are at least 2 alternative sites available to CIE and the ESB for these permanent structures.

Construction Compound Alternative site: The railway and canal where the proposed works are to take place, lie on an east west axis. The land to the north comprises Confey GAA club and an unused agricultural field opposite the GAA. This field has been the site of major earthworks in recent years relating to mainline sewage pipes and has not been used for farming purposes during these periods. This piece of agricultural land is one obvious alternative site for the construction compound structure. It has direct access to the R149 and is adjacent to Confey train station.

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Permanent CIE Depot and ESB substation: The obvious site(s) for the Depot/Substation is on existing CIE lands; either adjacent to the CIE ticket office at Confey or at the Louisa Bridge CIE station ticket office, which is also a larger site. Both of these existing CIE sites have services already available on the them. Both sites have direct access to public roads and do not require the use of the estate roads in Glendale or other residential estates. A third option is to put the Depot/Substation alongside the Construction compound and run cables under the canal as was done with mainline sewage pipes recently. This site, north of the canal/railway axis is intended to be used as a park + ride site in future area development plans.

This proposal is to site the temporary construction compound and the permanent CIE Depot/ESB Substation within the residential estate of Glendale. I strongly object to this proposal on the following grounds:

1. The agricultural field to the north of the railway/canal (under private ownership) has direct access from the R149 and has been used for other major State infrastructure projects recently. This field is a suitable alternative for the construction compound. The proposed location within the residential estate of Glendale is constrained in terms of access and space.
2. The proposed lengthy period of construction activity within the Glendale housing estate is an unnecessary intrusion on the residents wishing to enjoy the green space to be re-purposed as the construction compound, especially when a suitable alternative is available.
3. The increased level of construction related traffic in the estate poses a serious danger of injury to pedestrians, especially children. It's important to point out that pedestrian access to the train station, to

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Confey Cemetery and the GAA is through the green amenity area and has a considerable footfall.

4. The access road to the proposed compound is also the route into Glendale and to Glendale Meadows estates. Furthermore, it's an access route to the public park at Saint Catherines Park. Traffic management is already a problem here and it will be impossible while the construction phase is underway.
5. The access road to the permanent CIE Depot/ESB substation is also the access road to Glendale, Glendale Meadows and on the public park of Saint Catherine's Park. This depot/substation are permanent structures to facilitate ongoing maintenance of the railway infrastructure. Access to these permanent maintenance buildings through a housing estate which also gives access to a public park, is sheer madness. Especially when there are more appropriate existing CIE lands (Confey or Louisa Bridge Ticket offices) with the necessary services already available and free access to the main public roads.
6. The ESB substation and CIE maintenance depot significantly affect the use and enjoyment of the green amenity space on which the proposal locates them. It reduces the available green area available to residents and others for recreational use and enjoyment.
7. These permanent buildings change the functionality of the areas. It's no longer an amenity area, it's an ongoing Railway maintenance yard and ESB substation which will have heavy vehicles accessing them on a regular and permanent basis. This changes the use of the land and essentially, it's no longer a recreational area its now an industrial area with some recreational space. This is in direct

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opposition to the Local Area Plan for Leixlip which says green amenity space will be protected and enhanced.

8. I've been a resident of Glendale for over 40 years and have used and contributed to the maintenance and upkeep of the green area. There has been absolutely no consultation with local residents. While the publication of this railway order online might satisfy some narrow statutory requirement, it falls far short of any meaningful consultation with those most affected.

In conclusion, the proposals put forward in the Dart+ Railway Order 2022 have serious negative implications for the wider local community and more specifically, the residents of Glendale estate. I have outlined some suitable alternatives for the aspects of this Railway Order of most concern to me. I urge an Bord Pleanála to carefully consider every aspect of this proposal and how it will be implemented and to take into consideration to lack of any meaningful consultation with those most affected; to look at suggestions and listen to concerns of the local community and work with us to achieve a successful outcome for all. We welcome the upgrade of the rail line, and look forward to its implementation but further consultation with all stakeholders needs to take place. Thank you for your consideration in this matter.

Regards

Stella Barrett

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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

☐

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