

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

1) Stephen Gartland 2) Theresa Tallon 3) Mary Barry
4) John Kane 5) Stephanie Rock 6) Sean Quigley 7)
John O'Sullivan 8) Stephanie Gartland

(b) Observer's postal address

1) 124 Glendale, Leixlip, Co. Kildare, W23 N811 2)
14 Glendale, Leixlip, Co. Kildare, W23 RT83 3) 68
Glendale, Leixlip, Co. Kildare, W23 ET69 4) 26
Glendale, Leixlip, Co. Kildare, W23 WW40 5) 28
Glendale, Leixlip, Co. Kildare, W23 P834 6) 12
Glendale, Leixlip, Co. Kildare, 7) 143 Glendale,
Leixlip, Co. Kildare, W23 K6H9 8) 108 Glendale,
Leixlip, Co. Kildare W23 R5P6

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

Stephen Gartland

(b) Agent's postal
address

Click or tap here to enter text.

124 Glendale, Leixlip, Co. Kildare, W23 N811

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)

NC29n. 306587

- (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 (Copes Bridge, Leixlip and Glendale Estate, Leixlip, Co. Kildare

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).

The residents of Glendale met and discussed observations of the Strategic Infrastructure Development application by CIE Draft Order DART + West Electrified Heavy Railway Order 2022. From this meeting a committee was formed with the above mentioned individuals and the observations are summarised as follows:

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. This green space was allocated when the estate was built based on the number of houses in the estate. The proposal will particularly impact on the mature trees that residents have grown and maintained over many years (see Figure 1.1).

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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 running along the existing green space. The residents are not clear if this has been considered and feel it would have the least impact and a reduced cost.

Figure 1.2

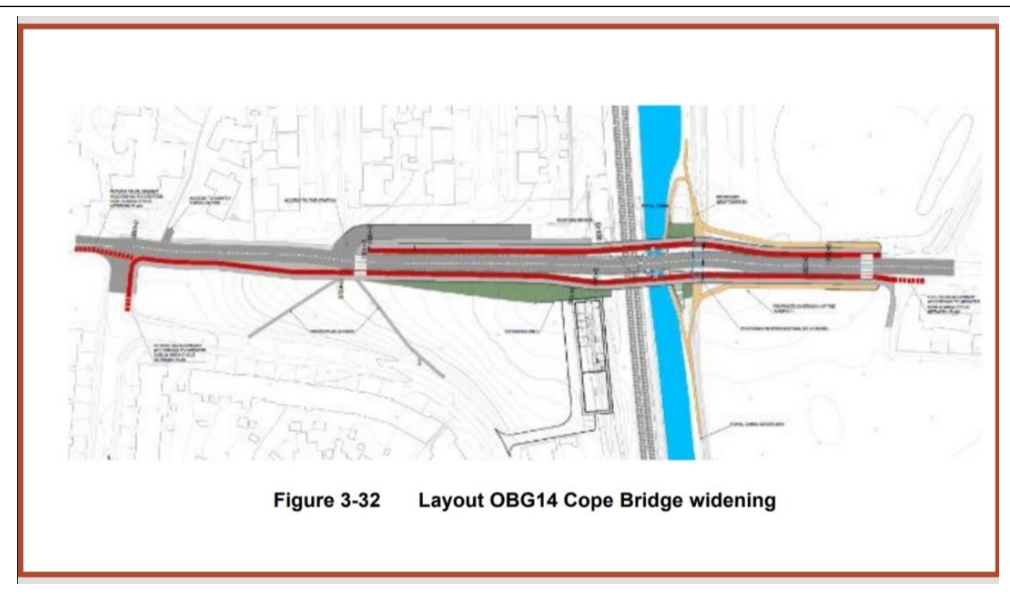


Figure 3-32 Layout OBG14 Cope Bridge widening

The residents have observed that there is no clear plan for further

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development of the Cycle Lane / Pathway as it ends abruptly either end of the proposed infrastructure. This raises the question of the relevance of placing a cycle lane here.

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 and if it is necessary to have two very broad cycle lane / pathways either side of a small road.

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 observations are that it is not clear at what level of maturity will plants and trees be planted as 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). As previously mentioned, we question the need to remove this boundary at all and are not clear if other options have been considered.

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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 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

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causing a danger to children crossing the roads; and affect current access to train station in a safe manner.

Figure 3.1

Temporary material storage area for this bridge has been provided as follows:

- OBG14.



Figure 5-311 Plan of proposed temporary material storage area at OBG14

Figure 5-312 3D view of proposed temporary material storage area at OBG14

OBG14 deck reconstruction's main compound (CC-STR-S6-74660) is located in Leixlip Confeiy at Ch 74+660. Vehicles delivering to the site will use the R148 road to connect to the R149 located south of the compound, as shown in Figure 5-314.

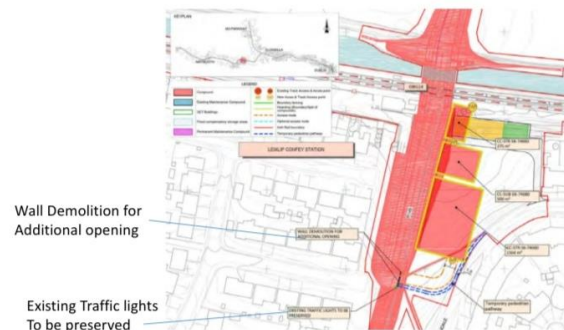


Figure 5-313 OBG14 structures compound

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Figure 3.2



Figure 3.3



The residents have observed recent strategic infrastructure developments such as development of underground pipes, using the field opposite the

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train station on the far side of the canal as a compound for storage. This has had very little impact on residents once consulted with private land owner and the residents question whether this option has been explored and feel it would be a preferred first choice for everyone's health and well being. The resident's would like further assurances that all options have been explored before taking away Green space that was allocated when the estate was first built based on the number of houses.

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.

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Figure 4.2



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 are extremely worried the affect of having an industrial type building in a residential area will have on all, along with the activity that goes with it, including the affect on noise. There are many homes in the very near vicinity of this proposed building.

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. Furthermore, this internal estate road already experiences severe congestion and can prove very

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difficult for residents to pass through and 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. To note, this road is also used by hundreds of residents in Glendale meadows estate which is their only access to the main road.

Figure 4.3



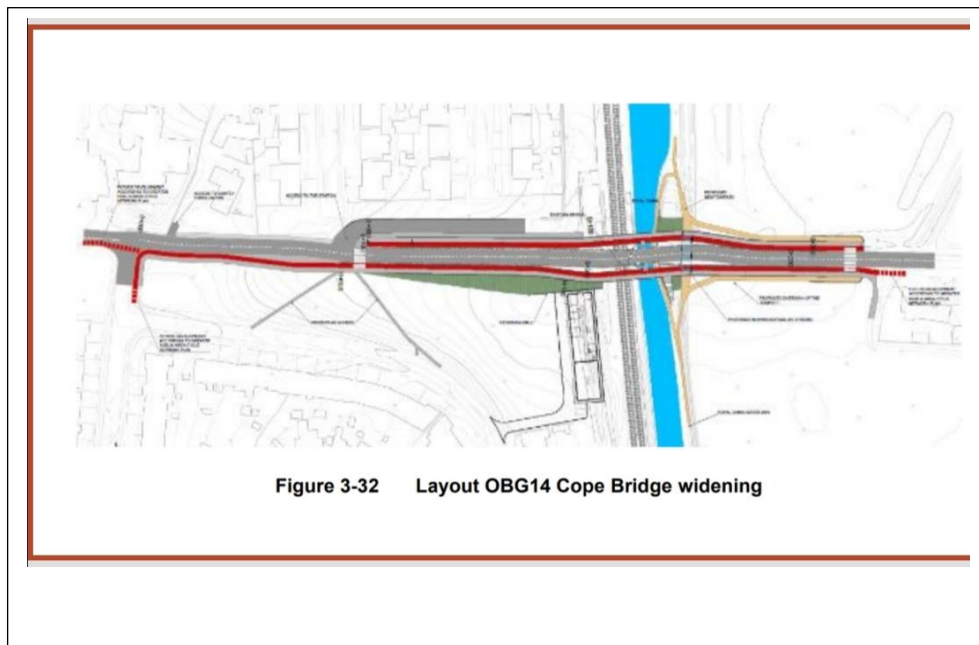
5. Pedestrian Crossing:

The Residents have not been able to observe clear pedestrian crossing planned at the entrance to Glendale Estate across the main road to the many public amenities such as the Library and Youth centre. They have observed Traffic lights at either end of the bridge on the plans but it is not clear if pedestrian (see Figure 5.1). However, many people cross at the entrance of Glendale Estate, due to its close proximity to amenities, even though it there is no pedestrian crossing, there are an occasional break in traffic due to the one way traffic system. With the increase of traffic once it

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is a two-way system will make it much more dangerous to cross. Additionally with an overall increase of work vehicles it will soon become a very dangerous place to cross, in particularly for our young people who cross this road to get to the local secondary school and amenities. The residents would like to see this issue addressed before any works proceed on the bridge or making traffic two-way.

Figure 5.1



6. 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. The residents are concerned that there

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will be an increase in parking in the estate in the future and a missed opportunity to have a strategic plan in place from the very beginning. If parking increases in the estate there will be further congestion and safety issues for crossing the road.

Figure 6.1



7. Personal Affect:

The Residents have observed in the application significant timeframes set out for completions of works. Each footbridge will take an estimated 46 weeks (see figure 7.1). Some of these planned works are also scheduled for at night time. This will create a huge disturbance to residents especially those near the train tracks. The detour of traffic away from Confey Bridge while it is closed will have a significant impact to Residents' travel time as the detour will lead Residents to already congested areas such as Leixlip Village, Lucan Village and Kelly's Town Lane (see Figure 7.2). There is not a clear plan in place on how to manage traffic. It will also add a large cost to journeys with people having to use the M50 toll bridge,

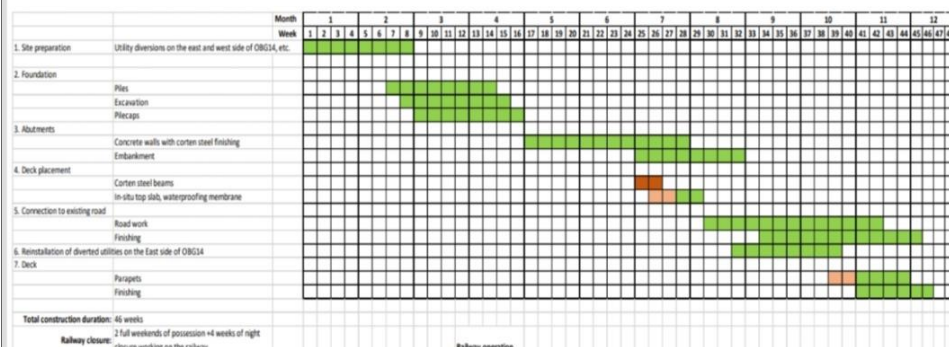
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where normally they would not have had to access. The residents suggest that traffic management plans are put in place before works commence and a long term plan put in place before the 2 lane traffic is open over Cope Bridge.

Figure 7.1

As shown in the following design chart, the total construction duration is estimated at approximately 46 weeks per footbridge.

Most works will be performed during the project construction working hours as set out in Section 5.2.1. Part of the foundation work will be performed during full railway weekend possessions. Placement of the steel deck, in-situ top slab, and placement of parapets will be performed during 4 weeks of night possessions and 2 full weekends possessions on the railway. Further details of working hours for each construction phase have been provided in the table below. As mentioned previously, the construction work of the new East and West footbridges could be carried out before the arch reconstruction of the existing road bridge OBG14.



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Figure 7.2



While the Residents of Glendale want to support improvements to Infrastructure, especially improvements to the train service, there are significant observations made by them that would warrant re-consideration of current plans and future meetings to be held with all parties involved. The Residents of Glendale would be happy to attend such meetings.

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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