

Our Case Number: ABP-316119-23



An
Bord
Pleanála

Gerard Greene
12 Woodfield Avenue
Kilmainham
Dublin 10
D10 T186

Date: 08 March 2024

Re: DART+ South West Electrified Heavy Railway Order - Hazelhatch & Celbridge Station to Heuston Station, and Hesuton Station to Glasnevin
County Dublin and County Kildare

Dear Sir / Madam,

An Bord Pleanála has received your recent letter in relation to the above mentioned case. The contents of your letter have been noted.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: www.pleanala.ie.

If you have any queries in relation to the matter please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Lauren Griffin
Executive Officer
Direct Line: 01-8737244

RA03

Teil
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel (01) 858 8100
LoCall 1800 275 175
Fax (01) 872 2684
Website www.pleanala.ie
Email bord@pleanala.ie

64 Sráid Maoilbhríde 64 Marlborough Street
Baile Átha Cliath 1 Dublin 1
D01 V902 D01 V902

Lauren Griffin

From: Lauren Griffin
Sent: Friday 8 March 2024 15:46
To: [REDACTED]
Subject: RE: Submission 12 Woodfield Avenue, D10T186

A Chara,

The Board acknowledges receipt of your email, official acknowledgement will issue in due course.

Kind regards,

Lauren

From: Gerard Greene [REDACTED]
Sent: Friday, March 8, 2024 2:40 PM
To: Bord <bord@pleanala.ie>
Cc: l.griffin@pleanala.ie
Subject: Submission 12 Woodfield Avenue, D10T186

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Re: DART+ SOUTH WEST ELECTRIFIED RAILWAY ORDER 2023

Dear Sir/Madam

I am writing to you in response to your correspondence received on 06 February 2024, regarding the Railway Order, Case Number ABP-316119-23.
DART+ South West project.

From the information provided it appears that there will be impact on 12 Woodfield Avenue, which would involve the acquisition of a sub-stratum of land underneath the back garden. However, it is not known what the depth may be and greater detail of impact is not known from the information provided within the Railway Order. Despite being in favour of this much needed investment in our transport infrastructure, I would like to submit my objection to this project as insufficient information and detail has been provided to potentially impacted property owners on the nature of the CPO required.

Further Detail on the Objection
Impact on my property

* The ground anchors detailed in the railway order could potentially obstruct future development or damage an existing structure within the garden adjacent to the boundary of the property.
There is a wooden structure at the end of our garden, not far from the boundary wall with the railway line.
We are concerned that this structure could be damaged by the rail project.

* There is insufficient detail within the railway order in relation to vibration monitoring on properties which could cause ongoing or future damage.

* There are no plans to replace the wall to be demolished at the boundary of the property with like-for-like materials (stone and lime mortar) which would be damaging to the heritage of the area.

* I am concerned about how sound levels will be monitored on an ongoing basis and how communities will be engaged during the construction period. There is a lack of mitigation plans in the order on how the impact will be minimised particularly for communities within close proximity of development , such as Woodfield.

* Further information is required on the scheduling of construction and how it could be sequenced so that work on the railway line behind Woodfield can be scheduled simultaneously for both sides of the line, with a view to minimising the disruption on households.

Disturbance during the construction period

* The construction will take place at night time.

This will disturb residents' sleep. Further mitigations are needed, for example, installation of triple glazed windows and other safeguards.

* Permanent disturbance when construction is complete:

With a higher frequency of trains, there likely will be increased disturbance ongoing and potential damage to structures with increased vibrations.

Biodiversity Loss

* The Inchicore Environmental group have highlighted concerns on this and I would like to further emphasise concerns around the lack of detailed conservation plans, particularly in relation to bats using the rear of the wall as a feeding corridor alongside the railway tracks.

Their habitat will be destroyed by this construction project.

There is also the question of native plants and insects and a lack of detail on conservation plans in this regard.

Yours Sincerely,

Gerard Greene and Joanne Greene