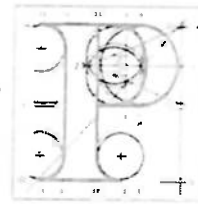


**Our Case Number:** ABP-316119-23



**An  
Bord  
Pleanála**

Sharon Matthews  
48 Kylemore Drive  
Ballyfermot  
Dublin 10

**Date:** 12 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 comments in relation to the above mentioned case and will take it into consideration in its determination of the matter.

A refund of €50 will issue to you in due course, as no payment is required for submitting further comments for this case.

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

ED03

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Sharon Matthews  
48 Kylemore Drive  
Ballyfermot  
Dublin 10

re: 6.3.15 Ref 110 - Sharon Matthews

I have numbered my replies to the responses below:

**Responses 1-9:**

I suggest that an emergence/re-entry survey be conducted Spring/Summer of 2024 at Le Fanu Bridge even though the ecologist's visual inspection did not deem it suitable for roosting bats. This meant this survey was not conducted at Le Fanu (OBC7) or Kylemore Bridge. Data I gathered over a number of years (sound recording, video and daily monitoring for time periods) shows there are bats present and may indicate they are coming from the railway close to Kylemore Drive. I do not consider this anecdotal evidence as I have a background in Zoology, although I do understand that stories from some residents I spoke to about the presence of bat roosts they previously were able to access and view from years ago, is anecdotal.

I would also like to suggest that Bat Conservation Ireland are involved in helping conduct further studies as they have a large network of ecologists and are a charity set up for the purpose of studying these protected mammals.

With the passing of the Nature Restoration Law in the European Parliament in February 2024, the government will have to plan on how to protect and restore habitats and biodiversity. There is a huge opportunity here to protect an already existing community of bats present around Le Fanu and Kylemore bridge.

8.5.1.3.2 Assessment of Impacts for the IEF bat roosting and states that "Due to the magnitude and the permanent loss of this linear feature, the effect of biodiversity loss, fragmentation and alteration during the construction phase of the proposed project is predicted to result in a significant adverse, long-term and irreversible effect on this IEF." Although this section is in relation to bat roosts that were found during the ecologist's work, this also holds true for any bat roosts not surveyed.

I do not think it is a good proposition to wait until this project gets the 'go-ahead' from An Bord Pleanála to carry out more ecological surveys/assessments of bats. I think they should be carried out as soon as possible. Emergence/re-entry surveys were not carried out at Le Fanu or Kylemore Bridge because they were not deemed to be suitable by the ecologist for roosting bats.

**Response 10:**

They mention that there is a reduction and not a planned increase in Diesel units for the rail lines, I ask An Bord Pleanála to put restrictions on Irish Rail now or for them to seek

separate planning permission if they do seek to increase of Diesel trains on the upgraded tracks due to noise, locals health and pollution concerns.

**Response 12:**

The response did not address our concerns or change their plan. They will only move out residents who are within a certain distance of the rail line. We are asking that any residence who is disturbed or vulnerable to this be given the consideration by the CLO to be moved for the duration of the works. Everyone's tolerance for noise at night is different, but there are vulnerable people, elderly, young families or ill/disabled people, who may need special consideration even if they are not right next to the rail tracks.

Who do we ring at night to complain about issues from the work etc. I don't want to be informed about the works and mitigation after the fact. I want solid processes and procedures that we can hold the contractors to account if they breach conditions or if there are special circumstances that require someone's intervention. This is our home life and we do not have the option to move out while this work is happening.

**Response 13:**

The response pushes the detail to a traffic management plan which locals will not have input into. Kylemore Avenue is not an appropriate road for traffic they will divert down it. It is right beside a playground, it has speed bumps and cars are parked on street, narrowing the streets. We already have issues turning from Kylemore Drive on to Kylemore Avenue due to traffic volumes during peak hours. Increasing the volume during the day will make it impossible to get out of the road.

We already have an issue with people using Kylemore Drive as a short cut because we do not have speed bumps and Kylemore Avenue do, that will increase with these diversions. Traffic should be diverted on to the main Kylemore Road and Le Fanu road and now down Kylemore Avenue.