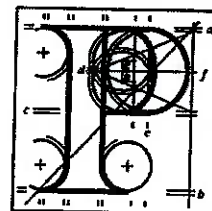


**Our Case Number: ABP-316119-23**

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Kieran Ebbs  
4 Claremont Lawns  
Glasnevin  
Dublin 11  
D11P8Y8

**Date: 26 May 2023**

**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 submission in relation to the above-mentioned proposed Railway Order and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

Please be advised that copies of all submissions/observations received in relation to the application will be made available for public inspection at the offices of the relevant County Council(s) and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: [www.pleanala.ie](http://www.pleanala.ie).

If you have any queries in the meantime, please contact the undersigned. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

**PP Em**  
Eimear Reilly  
Executive Officer  
Direct Line: 01-8737184

<b>Tel</b>	<b>Tel</b>	(01) 858 8100
<b>Glaó Áitiúil</b>	<b>LoCall</b>	1890 275 175
<b>Facs</b>	<b>Fax</b>	(01) 872 2684
<b>Láithreán Gréasáin</b>	<b>Website</b>	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
<b>Ríomhphost</b>	<b>Email</b>	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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

## **Eimear Reilly**

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**From:** SIDS  
**Sent:** Monday 15 May 2023 21:33  
**To:** Eimear Reilly  
**Subject:** FW: DART South West  
**Attachments:** Dart south west.docx

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**From:** Kieran Ebbs  
**Sent:** Monday, May 15, 2023 8:54 PM  
**To:** SIDS <sids@pleanala.ie>  
**Subject:** DART South West

Dear Sir/Madam

I live at 4 Claremont Lawns, Glasnevin, D11P8Y8 which is directly impacted by the DART+South West works. I have already submitted a written submission with my concerns around this project and I wish to add some more that I did not cover in the written submission. My property is covered by a compulsory purchase order (CPO) and in an information pack supplied by Irish rail, there is a drawing with my property on it (Drawing number Ro-L226-0001). This drawing does not show an extension that is in my back yard. In 2005 I had a work place accident which has left me in a wheelchair. Down one side of the back garden I have a bedroom and wet room constructed. This structure stops about one metre from the railway boundary wall. I would have concerns about any work being considered with regards to pinning the existing rail boundary wall. The extension is vital for me as a paraplegic.

Irish Rail have said that surveys would be done on our property prior to any work being done and also surveys will be done after the construction of the works. This is vital that this happens and I would like written assurances from Irish Rail that this will happen. As a resident who's property is directedly impacted I would like that that a copy of these surveys be given to me. When the construction work is finished and the ground has settled it may take many years for problems to surface.

Some older residents of this area have concerns for their homes and do not understand what is happening. If Irish Rail could organize some local meetings with Irish Rail representatives and the residents this would help everyone concerned. If this could be done before any construction work started it would give residents a chance to ask any questions they have about their property and the project. Irish Rail will say all the information needed is on the website but not all older people can use the internet.

If an oral hearing is conducted in to this project could I please be informed of the time and date as I have many concerns about this project and how I am affected by it.

I have attached a copy of the written submissions that I have posted in to your offices with regards to this project.

As a user of public transport, I understand the need to modernize the rail system and make it as fast, safe, efficient and as economical as possible.

Yours Truly  
Kieran Ebbs

4 Claremont Lawns  
Glasnevin  
D11P8Y8  
11/05/2023

**DART+South West (Zone D) River Liffey Bridge to Glasnevin Junction**

Dear sir/madam

As a resident of Claremont Lawns, I am directly impacted by the new improvement on the railway line behind my property. The new works for DART+South West (Zone D) River Liffey Bridge to Glasnevin Junction will cause a significant disruption to my life, my family and my neighbours' life. With the project to start in mid-2025 9 (EIA Report Feb 2023) and to run for a duration of 50 months if all necessary approvals are granted.

My concerns are: Construction work hours

Noise

Dirt and dust

Delivery of material

Parking

**Construction work Hours** (EIA Report Feb 2023 5.1 page 64)

Daytime work hours are proposed to be between 08.00 to 18.00 Mon – Fri

Night time work hours are proposed to be between 01.00 to 05.00 weekdays

Night time work hours are proposed to be between 01.00 to 05.00 Sat night

If working a full weekend Sat 01.00 to Mon 05.00 (52 hrs)

If working a full bank holiday weekend Sat 01.00 to Tue 05.00 (76 hrs)

I understand that all this work will not be happening along the track that runs beside my house but there is a compound proposed in the car park of St Paul's cemetery. For the work to be completed material and machinery will be needed and this material will be stored in compounds.

The compound is situated at the entrance to two residential estates Claremont Lawns and Clareville Grove. At the end of Claremont Lawns Road is Clareville court, an elderly and independent living complex. This is the only entrance to enter or leave so all traffic must go this way.

St Paul's cemetery, where the compound is proposed to be, is also located between the two estates. Monday to Saturday there are funerals taking place at this graveyard. There is a lot of movement of residents and mourners on

any given day. You also have a number of people who are visiting the graveyard daily.

It is not a good place for a works compound as there is too much traffic moving in and out of the entrance at Claremont Lawns.

There is a constant flow of public traffic coming in from both ways off the Finglas road. There will also be trucks and vans delivering material to the compound daily. Works machinery will only add to holding up residents' and the general public from getting in and out. The works is scheduled to run for 50 months (maybe longer) and that is a long time for residents to put up with this inconvenience. Has anywhere else being looked at for the proposed compound?

Glasnevin Industrial estate has many vacant warehouses along this line with big yards attached. Would this not be a better place to store materials and heavy machinery.

### **Noise Pollution**

As you can see from the construction work hours above at certain points in the construction, work will be on going night and day. This also needs to be managed and residents consulted with. With heavy machinery and people working alongside this machinery there will be a lot of noise. With work at night time there will also have to be special lighting rigs so people can see and work safely. This will all have a direct impact on residents near to the proposed compound. People who live close to the proposed compound need to sleep as they must work and go about their daily chores. Weekend work and work on bank holidays must be kept to an absolute minimum. Can pinning the existing walls and any pilling work be done only in the day time and can this sort of work be banned at night?

### **Dirt and Dust**

With any major construction project there is going to be dirt and dust and this needs to be managed. With having a proposed compound in the carpark of St Paul's cemetery materials and soil spoil will have to be stored there. Materials for to complete the works on the new bridge, temporary pedestrian bridge, material need to pin existing walls and banks, overhead line pylons (6-8 metres in length), removal of existing trees and shrubs, etc etc will all need to be brought in by vans and trucks. Soil spoil will have to be brought out by heavy trucks or dumpers. The surrounding roads will need to be kept clean of muck and stones. There will be prolonged haulage and tracked machinery

movements every day in and out of the proposed compound. The main contractor will need to have a plan in place for this. There are many old people living close to this proposed compound and many have breathing difficulties and mobility issues.

### **Delivery of materials**

Large volume haulage and deliveries will be restricted in general to 09.00 to 15.00 off peak (EIA Report Feb 2023 5.2 page 64)

There is not off-peak time at the proposed compound at St Paul's cemetery. People will be coming to bury their loved ones or visit the graves of loved ones throughout the day. Deliveries will have to be managed by the main contractor and done in a way as not to have vans and trucks stacked up on the road waiting to load or unload. Residents must be free to move in and out as they need to. Many older residents in the area use the old folks centre situated at the end of Claremont Lawns for to get their dinner (Monday to Friday) and for day time entertainment such as music and bingo.

### **Parking of cars**

The proposed compound at St Paul's cemetery will take away the car parking spaces there as they will be needed to situate site offices, canteen, drying rooms etc etc. It will also be needed as a compound to store materials and machinery. Also, as a temporary bridge is being constructed to allow access to the graveyard, people will have to walk through this proposed compound or some of it will need to be fenced off to allow people and coffins by. People will need to visit the graves of deceased relatives and friends as well.

Parking will be needed for all construction workforce. (Unknown at this stage)

Parking for relatives and friends for burials.

Parking for family, friends and relatives of tenants.

There is only a certain number of on street unpaid parking spaces, a certain number of paid as you park spaces and parking in the main graveyard on the other side of the Finglas road. A lot of working people who work nearby (Mater hospital, DCU etc) also park here early in the morning and get the bus onward as there is a certain amount of "free" parking.

### **Finglas/Ballymun Bus Corridor**

Another consideration to be taken in to account when considering this proposed compound is the Finglas/Ballymun Bus Corridor. If approval is granted for this scheme, the infrastructure work is due to commence between 2023 to 2028. There is another proposed compound situated at the entrance to Claremont Lawns (grass on left as you drive in). As there is no definite date to start, we could have the two projects on the go at the same time. The time frame for the work on the old Finglas road is 6 to 8 months but the proposed compound could be there a lot longer. More or less the same issues apply to this proposed compound, work hours, noise, dirt, delivery of materials and car parking.

As a resident of Claremont Lawns, these issues will affect my family and all who live or visit the area during construction work. The main contractor (when appointed) will need to engage with local people and inform them in a timely fashion about each phase of the construction especially when working nights and bank holidays.

As a user of public transport, I understand the need to modernize the rail system and make it as fast, safe, as efficient and as economical as possible.

Yours Truly.  
Kieran Ebbs.  
Mobile [REDACTED]