

GREGORY R. DEVLIN, [REDACTED]

NPF Submissions,  
Forward Planning Section,  
Department of Housing, Planning and Local Government,  
Custom House,  
Dublin D01 W6X0.

RE: 'Ireland 2040 - Our Plan' National Planning Framework.

Dear Sir,

As a former architect working for the Irish government during the implementation of the Decentralisation Programme I have had much experience of examining sites for large scale developments. The following comments may be of use to you.

There is considerable advantage to be gained in linking National Planning to existing railway lines. However, in doing so it should be noted that the railway system tends to curve around the perimeter of the typical Irish town hindering its future development and forming a barrier of sorts. Roscommon and Roscrea are typical examples of this arrangement.

Development is hindered because of difficulty in extending sewers under existing railway lines. Projects catering for say, one-off office developments of say, 600 people can be difficult to establish within the existing framework of a typical Irish (railway) town - because of the proliferation of small plot sizes or sites - and so, such developments are forced to go outside the town, and outside the line of the railway. The land in these areas often has no public sewers, and of course is isolated from the amenities of the town.

I believe that in considering a new National Planning Framework more thought should be given to providing new public sewers crossing existing railway lines. This will be difficult to establish as Irish Rail, it seems, are very reluctant to have any disturbance under its railway lines.

However, if this can be done, and land acquired beyond the railway lines by compulsory purchase order, or other method, I believe this will encourage the more meaningful economic development of towns linked by railway lines, and of course, the railway system itself.

I hope the above comments are of some use to you in your preparation of the National Planning Framework.

Yours Faithfully,

GREGORY R. DEVLIN.

09 November 2017.