



Gardaí at Shackleton, Lucan, yesterday morning, where Kevin Walsh (34) was found. Photo: Collins Dublin

Fatally stabbed man refused to co-operate with gardaí

Victim was a convicted killer

ROBIN SCHILLER

A convicted killer refused to reveal who had stabbed him or where he had been attacked while being rushed to hospital where he later died.

Kevin 'Stretch' Walsh (34), who had a conviction for manslaughter, died on Sunday night after he was found at an apartment in Lucan, Co Dublin, in the early hours.

Earlier he had taken a taxi from his family home in Allenton Green, Tallaght, to the apartment in Shackleton Hall where he was living.

At around 3am on Sunday an ambulance was called to the property and Walsh was found with a stab wound.

Sources said when emergency services tried to find out what had happened, Walsh refused to tell them.

"He wouldn't say who had stabbed him, where he had been assaulted or reveal anything about how he suffered the injuries," a source said.

"He refused to divulge anything which would be of assistance.

"The lack of co-operation overall in this investigation has frustrated inquiries."

Walsh died at Connolly Hospital in Blanchardstown on Sunday night and gardaí were awaiting the results of a post-mortem yesterday.

Detectives are still trying to find where Walsh was assaulted and are investigating if he was stabbed at a property in Tallaght before returning to Lucan where his condition deteriorated.

Yesterday, gardaí continued their investigations into Walsh's death at separate properties.

At Allenton Green a garda car was positioned outside the address where he grew up, and at the Shackleton estate gardaí were positioned outside the second-floor property of an apartment building from where it is understood the alarm was raised.

Residents at the apartment complex said they had no idea what had happened.

They said the first they knew there was anything suspicious happening was when they saw the emergency services outside.

"I didn't hear any row or raised voices. I didn't hear any panic or distress. It was only when I saw the gardaí outside the apartment that I knew something was wrong," said one man.

"Everyone kind of keeps to themselves here, and the apartments are fairly new, so people don't really know each other."

The distance between Allenton and Shackleton is around 20km and takes around 20 minutes to drive.

In 2006, Kevin Walsh was convicted of the manslaughter of James Burke (20) in a park area in Liffey Valley in September 2005.

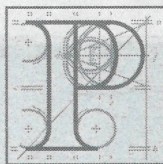
The trial heard that Walsh, who was aged 16 at the time, fatally attacked the victim because he was English. Mr Burke's body remained in a field near Liffey Valley shopping centre for two days before being found.

Walsh was charged with murder but later found guilty of manslaughter.

The killer, who had 34 previous convictions at the time, was sentenced to eight years' imprisonment with the final five years suspended.

In 2013 he was jailed for the violent hijacking of a taxi.

No arrests have yet been made in relation to his fatal assault and inquiries are ongoing.



An Bord Pleanála

Roads Acts 1993 to 2015

Planning and Development Acts 2000 to 2022

ABP-314056-22

Notice of a decision by An Bord Pleanála in relation to the proposed Liffey Valley to City Centre Core Bus Corridor Scheme from Fonthill Road to High Street, all in the County of Dublin.

An Bord Pleanála has, on the 19th December, 2023, in exercise of the powers vested in it by section 51 of the Roads Act, 1993, as amended, made an order to approve subject to conditions the proposed road as submitted by the National Transport Authority.

The conditions of the Board's decision are summarised as follows:

1. The proposed road development shall be carried out and completed in accordance with the plans and particulars lodged with the application, except as may otherwise be required in order to comply with the following conditions.
2. (a) All mitigation, environmental commitments and monitoring measures identified in the Environmental Impact Assessment Report shall be implemented in full as part of the proposed development.
(b) All mitigation and environmental commitments identified in the Natura Impact Statement shall be implemented in full as part of the proposed development.
3. Prior to the commencement of the development, finalised cycle parking stands throughout the scheme shall be agreed in writing with the planning authorities.
4. Prior to the commencement of development, the developer shall agree in writing with the planning authorities the design and layout of pedestrian crossing facilities over cycle tracks at island bus stops on a case-by-case basis which shall be informed by the recently published Cycle Design Manual (National Transport Authority, September 2023).
5. Proposed kerb height differentials between footpaths, cycle tracks and bus lanes, specified on the drawings and documents submitted with the application for approval, shall be retained in perpetuity.
6. Prior to commencement of development, the developer shall, following consultation, submit a loading and servicing strategy for businesses and traders located along the core bus corridor for the written agreement of the planning authorities.
7. Prior to commencement of development, the developer, and/or any agent acting on its behalf, shall prepare in consultation with the relevant statutory agencies, an updated Construction Environmental Management Plan (CEMP), incorporating all mitigation measures indicated in the Natura Impact Statement and Environmental Impact Assessment Report and a demonstration of proposals to adhere to best practice and protocols.
8. Prior to the commencement of any works associated with the development hereby permitted, the developer shall submit a Construction Traffic Management Plan (CTMP) and a Construction Stage Mobility Management Plan (CSMMP) for the construction phase of the development for the written agreement of the planning authorities.
9. Arrangements shall be put in place to ensure that access to the St. James's Hospital Energy Centre shall be available by authorised personnel on a 24-hour basis during the construction and operation phases of the proposed road development.
10. Prior to the commencement of development, details of measures to protect fisheries and water quality of the watercourses along or proximate to the route of the proposed road development shall be outlined and placed on file.
11. Drainage arrangements, including the attenuation and disposal of surface water, shall comply with the requirements of the planning authorities for such works in respect of both the construction and operation phases of the proposed development.
12. At detailed design stage, the developer shall engage with Uisce Éireann to agree adequate protection of existing significant assets and ensure appropriate access is maintained during and following construction.

Where the developer proposes a temporary or permanent connection to a public water/wastewater network operated by Uisce Éireann, the developer shall enter into a connection agreement with Uisce Éireann prior to the commencement of the development.
13. A suitably qualified ecologist shall be retained by the developer to oversee the site set up and construction of the proposed development and implementation of mitigation measures relating to ecology set out in the Natura Impact Statement and Environmental Impact Assessment Report.
14. Prior to the commencement of development at each section of the proposed works, pre-construction surveys shall be carried out to determine the presence of protected mammal, bird or bat species.
15. All works at or near protected structures, and other structures of cultural, historic or architectural heritage interest as set out in the Environmental Impact Assessment Report shall be monitored and recorded by an Architectural Heritage Specialist during the course of construction works.
16. The developer and/or any agent acting on its behalf shall facilitate the preservation, recording, protection or removal of archaeological materials or features that may exist within the site as set out in the Environmental Impact Assessment Report.
17. (a) Trees to be felled shall be examined prior to felling and demolition to determine the presence of bat roosts. Any clearance works shall be in accordance with the Transport Infrastructure Ireland Guidelines for the Treatment of Bats during the construction of National Road Schemes.
(b) No ground clearance shall be undertaken and no vegetation shall be cleared during the bird breeding season, unless otherwise agreed with the planning authorities.
18. Prior to the commencement of development, the developer, and/or any agent acting on its behalf, shall submit an Invasive Species Management Plan to the planning authorities, which includes details of a pre-construction survey to be carried out.
19. Noise monitoring shall be carried out during the construction phase of the proposed road development by the developer to ensure that construction noise threshold levels (LAeq, period) shall not exceed the levels set out in Table 9.8 (Construction Noise Threshold (CNT) levels for the proposed scheme) of Chapter 9 (Noise and Vibration) of the Environmental Impact Assessment Report.
20. Prior to commencement of development, a comprehensive agreement shall be put in place and agreed in writing between the National Transport Authority and the planning authorities on the procedures for the handing over and handing back of the core bus corridor and taking in charge arrangements.

The full text of the Board's decision, including conditions, can be viewed on the Board's website at <https://www.pleanala.ie/en-ie/case/314056>. A copy of the Board's decision and the EIA is available for inspection at the offices of the National Transport Authority during office hours on working days for a period of 8 weeks beginning on the date of publication of this notice.

A person may question the validity of a decision by the Board by way of an application for judicial review, under Order 84 of the Rules of the Superior Courts (S.I. No. 15 of 1986), in accordance with section 50 of the Planning and Development Act, 2000, as amended.

Practical information on the review mechanism can be accessed under the heading Legal Notices – Judicial Review Notice on the Board's website www.pleanala.ie or on the Citizens Information Service website www.citizensinformation.ie.

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iná comhlacht eilge a líonadh



n tArdleibhéal. Agus tá an obair atáimid ag plé leis ins cháin agus cúraim leanaí – ilge de dhíth ort le bheith ag nna sin!”

bhaile déanta ag Brónagh Gaelphoist le cúpla bliain, int leis an díograis sin agus rbairt acu ar bhonn laethúil. leach leis an fhiontar ag stiúirthóir an chomhlachta cto Search and Selection, eile le taithí shuntasach san arnail – máthair Bhrónagh san áireamh.

Tá nasc cruthaithe acu le breis agus ceithre mhíle bord folúntais eile ar fud an domhain – a bhfuil rochtain ag Brónagh ar gach iarrthóir poist orthu, agus ar ar aimsigh sí Gaeilgeoirí leis na scileanna cuí a bhí á lorg ag fostóirí Gaeilge.

Tá Gaelphoist ag soláthar a seirbhísí chomh maith in earnáil na meán sóisialta, agus conradh bliana bainte amach acu le bainistíocht a dhéanamh ar ardáin shóisialta eagraíochta Gaeilge amháin le déanaí.

Níorbh aon ionadh ar bith é, mar sin, nuair a thug Gaelphoist Gradam na Gaeilge leo ag Gradáim na hAislinge i mBéal Feirste i mí na Samhna. Ainmníodh iad i measc na ngnólachtaí nuathionscanta is fearr chomh maith ag Social Enterprise NI.

“Bhí muid iomlán ar bís – bhí iontas an domhain orainn!” a deir Brónagh.

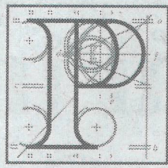
“Sílim go raibh bunchloch iontach láidir tógtha againn sular lainseáil muid, chuidigh sé sin, ach bhí sé dochreidte gur bhain muid é.”

Le tús chomh rathúil dearfach déanta ag lucht Gaelphoist, agus aitheantas tugtha don mhéid sin cheana féin, tá pleananna ar bun cheana féin leis an fhiontar a fhorbairt amach anseo, agus é i gceist acu oifig a bhunú i ndeisceart na tíre faoi dheireadh na bliana más féidir. Ach cé gur ar bhonn uile-oileánda a fheidhmíonn an fiontar – agus a thagann na hiarrthóirí agus na fostóirí – tá neamhréireanna beaga ann idir an dá thaobh den teorainn maidir leis an dóigh a bhfeidhmíonn a leithéid d’eagraíocht.

“Ins an 26 contae, níl an cineál creatlach reachtaíochta ann d’fhiontair shóisialta mar atá ins na Sé Chontae agus sa Ríocht Aontaithe – má dhéantar brabús ar bith, caithfean an brabús a chur ar ais ins an earnáil,” a mhíniú Brónagh.

“Sa deisceart, caithfidh tú clárú mar ghnáth-chomhlacht teoranta. Ní thig linn clárú mar fhiontar sóisialta. Tá na luachanna sin iontach tábhachtach dúinne.”

Leis an éileamh atá ar an eagraíocht go dtí seo ó thuaidh agus ó dheas, áfach, is fiú súil a choinneáil amach ar fhorbairt an fhiontair seo san am atá le teacht.



An Bord Pleanála

Achtanna na mBóithre 1993 go 2015 Na hAchtanna um Pleanáil agus Forbairt 2000 go 2022

ABP-314056-22

Fógra faoi chinneadh de chuid an Bhoird Pleanála maidir le Scéim Chroí-Lána Bus Ghleann na Life go Lár na Cathrach ó Bhóthar Chnoc an Fhuaráin go dtí an tSráid Ard, iad ar fad i gContae Bhaile Átha Cliath.

Rinne an Bord Pleanála ordú, an 19 Bealtaine, 2023, i bhfeidmiú na gcumhachtaí atá dílisithe dó le halt 51 d’Acht na mBóithre, 1993, chun an bóthar beartaithe mar a chuir an tÚdarás Náisiúnta Iompair, Meán Fómhair 2023) a foilsíodh le déanaí.

Seo **achoirre** ar choinníollacha chinneadh an Bhoird:

- Déanfar agus críochnófar an fhorbairt bóthair de réir na bpleananna agus na sonraí a taisceadh leis an iarratas, ach amháin nuair is gá a mhalairt chun na coinníollacha seo a leanas a chomhlíonadh.
- (a) Déanfar gach beart maolaithe, gealltanais comhshaoil agus beart monatóireachta a shainiú sa Tuarascáil ar Mheasúnú Tionchair Timpeallachta a chur i bhfeidhm go hiomlán mar chuid den fhorbairt a bheartaítear.
(b) Cuirfear i bhfeidhm go hiomlán gach gealltanais maolaithe agus comhshaoil a shainiú sa Ráiteas Tionchair Natura mar chuid den fhorbairt a bheartaítear.
- Sula gcuirfear tús leis an bhforbairt, aontófar seastáin pháircéala rothar ar fud na scéime i scríbhinn leis na húdaráis phleanála.
- Sula dtosófar ar an bhforbairt, aontóidh an forbróir i scríbhinn leis na húdaráis phleanála dearadh agus leagan amach na n-áiseanna trasnaithe do chóisithe thar raonta rothar ag stadanna bus oileáin ar bhonn cás ar chás a bheidh bunaithe ar an Lámhleabhar Dearaidh Rothaíochta (An tÚdarás Náisiúnta Iompair, Meán Fómhair 2023) a foilsíodh le déanaí.
- Déanfar difreálacha airde colbhaí beartaithe idir cosáin, raonta rothar agus lánaí bus, a shonraítear ar na líniochtaí agus ar na doiciméid a cuireadh isteach leis an iarratas ar cheadú, a choinneáil go buan.
- Sula gcuirfear tús leis an bhforbairt, cuirfidh an forbróir, tar éis comhairliúcháin, straitéis lódála agus seirbhísithe isteach do ghnóthais agus do thrádálaithe atá suite feadh na croí-lána bus le haghaidh comhaontú scríofa na n-údarás phleanála.
- Sula gcuirfear tús leis an bhforbairt, ullmhóidh an forbróir, agus/nó aon ghníomhaire a ghníomhaíonn ar a shon, i gcomhairle leis na gníomhaireachtaí reachtúla ábhartha, Plean Bainistíochta Tógála Comhshaoil (CEMP) nuashonraithe, ina n-ionchorprófar na bearta maolaithe go léir a shonraítear sa Ráiteas Tionchair Natura agus sa Tuarascáil ar Mheasúnú Tionchair Timpeallachta agus léiríú ar mholtaí chun cloí le sárchleachtas agus prótacail.
- Sula gcuirfear tús le haon oibreacha a bhaineann leis an bhforbairt a cheadaítear leis seo, cuirfidh an forbróir Plean Bainistíochta Trácht Tógála (CTMP) agus Plean Bainistíochta Soghluaisteachta Céim Thógála (CSMMP) isteach le haghaidh chéim thógála na forbartha le haghaidh comhaontú scríofa na n-údarás phleanála.
- Cuirfear socrúithe i bhfeidhm chun a chinntiú go mbeidh rochtain ar Ionad Fuinnimh Ospidéal San Séamas ann ó phearsanna údaithe ar bhonn 24 uair an chloig le linn chéimeanna tógála agus oibriúcháin na forbartha bóthair atá beartaithe.
- Sula dtosófar ar an bhforbairt, tabharfar breac-chuntas ar shonraí na mbeart chun iascach agus cáilíocht uisce na sruthchúrsaí feadh nó gar do bhealach na forbartha bóthair atá beartaithe a chosaint agus a chur i gcomhad.
- Comhlíonfaidh socrúithe draenála, lena n-áirítear caolú agus diúscairt uisce dromchla, ceanglais na n-údarás phleanála le haghaidh oibreacha den sórt sin maidir le céimeanna tógála agus oibriúcháin na forbartha a bheartaítear.
- Ag céim an dearaidh mhionsonraithe, rachaidh an forbróir i dteagmháil le hUisce Éireann chun cosaint imleor a chomhaontú ar shócmhainní suntasacha atá ann cheana féin agus chun a chinntiú go gcoimeádfar rochtain chuí le linn agus i ndiaidh na tógála.
Sa chás go molann an forbróir nasc sealadach nó buan le gréasán poiblí uisce/fuíolluisce atá á oibriú ag Uisce Éireann, rachaidh an forbróir i gcomhaontú ceangail le hUisce Éireann sula gcuirfear tús leis an bhforbairt.
- Coinneoidh an forbróir éiceolaí atá cáilithe go cuí chun maoirseacht a dhéanamh ar leagan amach an tsuimh agus ar thógáil na forbartha a bheartaítear agus ar chur i bhfeidhm na mbearta maolaithe a bhaineann leis an éiceolaíocht atá leagtha amach sa Ráiteas Tionchair Natura agus sa Tuarascáil ar Mheasúnú Tionchair Timpeallachta.
- Sula gcuirfear tús leis an bhforbairt ag gach roinn de na hoibreacha atá beartaithe, déanfar suirbhéanna réamhthógála chun a fháil amach an bhfuil speicis de mhamaigh, d’éin nó d’ialtóga faoi chosaint i láthair.
- Déanfaidh Speisialtóir san Oidhreacht Ailtireachta monatóireacht agus taifead ar gach oibreacha ag nó in aice le struchtúir chosanta, agus struchtúir eile atá inspéise ó thaobh an chultúir, na staire nó na hailtíreacht mar atá leagtha amach sa Tuarascáil ar Mheasúnú Tionchair Timpeallachta le linn na n-oibreacha tógála.
- Éascóidh an forbróir agus/nó aon ghníomhaire a ghníomhaíonn thar a cheann caomhnú, taifeadadh, cosaint nó baint ábhar nó gnéithe seandálaíochta a d’fhéadfadh a bheith laistigh den láithreán mar atá leagtha amach sa Tuarascáil ar Mheasúnú Tionchair Timpeallachta.
- (a) Scrúdáfar na crainn atá le leagan roimh leagan agus scartáil le fáil amach an bhfuil farai ialtóga ann. Beidh aon oibreacha glanta de réir Threoirleithe Bhonneagar Iompair Éireann um Chaitheamh le hIaltóga le linn tógáil Scéimeanna Bóithre Náisiúnta.
(b) Ní dhéanfar aon ghlanadh talún agus ní dhéanfar aon fhásra a ghlanadh le linn shéasúr goir na n-éan, mura gcomhaontófar a mhalairt leis na húdaráis phleanála.
- Sula gcuirfear tús leis an bhforbairt, cuirfidh an forbróir, agus/nó aon ghníomhaire a ghníomhaíonn ar a shon, Plean Bainistíochta Speicis Ionracha faoi bhráid na n-údarás phleanála, ina n-áirítear sonraí ar shuirbhé réamhthógála atá le déanamh.
- Déanfaidh an forbróir monatóireacht ar thorann le linn chéim thógála na forbartha bóthair atá beartaithe chun a chinntiú nach sáróidh leibhéil tairisí torainn tógála (LAeq, stad) na leibhéil atá leagtha amach i dTábla 9.8 (leibhéil Thairseach Torainn Foirgníochta (CNT) don scéim atá beartaithe) de Chaibidil 9 (Torann agus Creathadh) den Tuarascáil Measúnaithe Tionchair Timpeallachta.
- Sula gcuirfear tús leis an bhforbairt, déanfar comhaontú cuimsitheach a chur i bhfeidhm agus a chomhaontú i scríbhinn idir an tÚdarás Náisiúnta Iompair agus na húdaráis phleanála maidir leis na nósanna imeachta chun an chroí-lána bus a thabhairt ar aghaidh agus a thabhairt ar ais agus socrúithe maidir le tógáil i gcúram.

Is féidir téacs iomlán chinneadh an Bhoird, lena n-áirítear coinníollacha, a fheiceáil ar shuíomh Gréasáin an Bhoird ag <https://www.pleanala.ie/en-ie/case/314056>. Beidh cóip de chinneadh an Bhoird agus an Eiar ar fáil lena scrúdú ag oifigí an Údarás Náisiúnta Iompair le linn uaireanta oifige ar laethanta oibre ar feadh tréimhse 8 seachtaine ag tosú ar dháta foilsithe an fhógra seo.

Féadfaidh duine ar bith ceist a chur faoina bhail atá cinneadh de chuid an Bhoird i bhfoirm athbhreithniú breithiúnach, faoi Ordú 84 de Rialacha na Cúirte Uachtaraí (I.R. Uimh. 15 de 1986), de réir alt 50 den Acht um Pleanáil agus Forbairt, 2000 (leasaithe).

Gheofar eolas praiticiúil ar mhodh an athbhreithnithe faoin gceannteideal Fógraí Dlithiúla – Fógra faoi Athbhreithniú Breithiúnach ar shuíomh gréasáin an Bhoird www.pleanala.ie nó ar shuíomh gréasáin na Seirbhíse Eolais do Shaoránaigh www.citizensinformation.ie.

Dáta an fhoilsithe: 10 Eanáir, 2024.