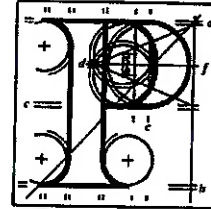


Our Case Number: ABP-316119-23



An
Bord
Pleanála

Deirdre Joyce
36 Glenbeigh Road
Cabra
Dublin 7

Date: 01 June 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 and oral hearing request (including your fee of €50) 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.

The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you on this matter in due course.

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.

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,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

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

The Secretary
An Bord Pleanála
64 Marlborough St
Dublin 1

Deirdre Joyce
36 Glenbeigh Rd
Cabra
Dublin 7

May 16, 2023

To: SIDS@pleanala.ie

Observation: DART+ South West Electrified Railway Order 2023

Re.: Works Layout Plan No. 16, McKee Barracks Bridge (OB03) to Cabra Road Bridge (OB06)

From: Deirdre Joyce 36 Glenbeigh Road, Cabra D7,


To whom it may concern,

I wish to make an Observation on the above works and have paid €50 fee to ABP via their website for this purpose. Please formally acknowledge this submission by email and post.

I have been a homeowner and full time resident at the above address for over 24 years. In this time, I have built up very strong connections with neighbours and friends throughout this time.

We all live in mid-terraced housing built in the 1940s. Our houses have mostly been extended over the years to encroach into the already small gardens. The adjacent railway bank green verge and laneway behind our houses is therefore a vital part of the amenity and culture of our neighbourhood. We congregate there, garden there and our children and elderly neighbours all meet, play, chat, share and support each other within this space between the railway line and our houses. This started with the first residents in our terraced houses in the 1940s up to the present day.

I am making my personal submission in addition to signing the group submission from my neighbours on Glenbeigh Road, pertaining specifically to Works No. 16.10 of the Railway Order:

"Construct a palisade fence on top of an existing low level masonry boundary wall. Works also include localised repairs to the existing boundary wall"

My submission points are as follows:

1. The proposed works will have significant social, environmental, community and health impacts on my wellbeing and that of my children and the wider 'laneway neighbourhood' as it is known locally.
2. The private "laneway" behind my house and the section of adjacent green land behind the existing low level masonry laneway boundary wall has been an invaluable amenity to all residents of Glenbeigh Road and our community as a whole for over 70 years. Older neighbours previously mentioned that the Guards, once upon a time, grew vegetables on the bank right down to the Garda HQ in the Phoenix Park. Older neighbours indeed developed their own gardens over the years and there are mature trees on site demonstrating the length of use and access.
3. The laneway has provided amenity space and a value that has been enjoyed by residents over many decades: used by individuals, families and the community for purposes ranging from areas to children's play, to socialise (children, older people, neighbours and friends), to garden, to grow fruit and vegetables, to hold neighbourhood events, all of which have contributed to building up a very strong sense of community.
4. The wider residents of Glenbeigh Road who have also experienced the amenity value through visits, shared community 'Harvest Festival' gatherings and sitting in gardens with neighbours, listening and playing music etc....
5. The residents of the adjacent land have shared private access to the laneway along the existing boundary wall for many years (estimated to between 24-70 years). For this reason, I, as a resident, will be severely impacted by the proposed works.

6. As an affected resident, I was surprised not have been consulted or engaged as part of the consultation process for this railway order. **Plans or details of proposed works were not shared or notified to me directly (or to my fellow neighbours),** outside of the public notice which came to my attention via a neighbour whose mother had received notice having registered previously (Old Cabra Road resident). **Given that this is a project of a state body, I would have thought that some example of good consultation practices, in compliance with the Aarhus Convention, would have been followed and provided for, regardless of legal obligations.**
7. Glenbeigh Road is dangerously busy road between the Old Cabra Road and Blackhorse Avenue. It is not suitable for children to play on or cross the street in safety. Nor is it safe for adults or older people. Our houses feel 'hemmed in' between the road and the railway line and for this reason the green verge between the laneway and the railway line "adjacent lands" are a vital space for our shared amenity, for children to play in safety etc...It should be noted that approximately 10,000 motor vehicles cut through Cabra on a daily basis (see: Connecting Cabra transportation monitoring assessment 2019) so traffic is a MAJOR issue in this community but it also impacts on those who do not have driveways in 'cut through' areas with narrow roads.
8. A very strong community has been established over the years as a result of the laneway and adjacent green verge land. It has allowed everyone to celebrate community within the green space: to hold small gatherings, birthday parties, exercise etc... The importance was particularly evident during the COVID-19 pandemic.
9. My family and I have used the adjacent land/railway bank for many uses over the last 24 years (since 1999) including: gardening, growing fruit, trees and vegetables, children's activities, exercise, mediation, music and socialisation.
10. The railway line itself and the proposed site of the material works is significantly below the level of the adjacent land embankment and existing cut stone boundary wall in question (approx.. 50 ft below the high embankment). While it is recognised that, as part of the Railway Order, Iarnrod Eireann is seeking to make secure and protect the railway line by making boundary works, it will not achieve a greater level of protection than is already being provided by the existing natural mature tree lined verge boundary and boundary fencing already provided for by the residents over the years.

I propose that Irish Rail consult with all affected residents on:

1. Alternatives to the location of the proposed building of the palisade fencing and repairs to the boundary wall, as marked in Plan No. 16.
2. Choice of boundary work materials to be permitted e.g., greening/planting of beech hedging, willow or trees or alternative less harsh boundary treatment on the external boundary with the railway line and embankment might be more appropriate and suitable in a biodiversity/climate crisis and that state bodies should be demonstrating good design and ecological / green infrastructure when undertaking any works in 2023.

I look forward to hearing your response to the above and would welcome an Oral Hearing if it is to be proposed.

Yours sincerely,

Deirdre Joyce, M.Litt, M.Sc, M.Sc, B.Sc
Climate & Environmental Mediator
ClimateCulture

36 Glenbeigh Road, [REDACTED]