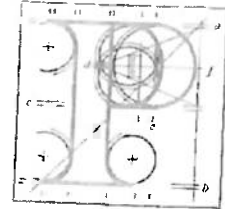


Our Case Number: ABP-316119-23

Planning Authority Reference Number:



An
Bord
Pleanála

John Blackman
58 Glenbeigh Road
Cabra
Dublin 7
D07 W9R2

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 (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.

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

Teil	Tel	(01) 858 8100
Glaó Áitliúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

58, GLENBEIGH ROAD,
CABRA, D07 W9R2.



An Bord Pleanála,
64 Marlborough Street,
Dublin 1. D01 V902.

15th May 2023.

ref: DART+ South West Electrified Railway Order 2023

Sir/Madam,

In relation to the works proposed in Schedule 16.10 of the Dart+ South West Railway Order Application to An Bord Pleanála being to: "Construct a palisade fence on top of an existing low level masonry boundary wall. Works also include localised repairs to the existing boundary wall."

This proposal would have a negative and long-term impact on the amenity long enjoyed by residents that is afforded by the access allowed for over 70 years to approximately five (5) metres of otherwise unused land lying between the low-level boundary wall and the edge of the railway cutting as shown in your Map No. 16. The boundary wall discussed runs the length of the rear laneway serving the houses on the eastern side of Glenbeigh Road from No. 2 to No. 60.

This land has been in constant and everyday use by residents of these homes since they were first built before 1950. Residents have over various chapters of ownership and of course personal interest, developed and cared for this land; it is used only as amenity and by many as a means by which they maintain social connections and sustain their physical and mental well-being through exercise and activity in the gardens that have grown there.

Vegetables and fruits are planted in volume in these gardens, they have often provided the first taste of food direct from the earth and the gardens themselves, the first and most memorable playground in nature to many generations of youngsters lucky enough to have been born and raised on Glenbeigh Road.

The area is variously used to play, to dig, to plant, to mow, to work, to sit and soak up the sun, to explore and learn, to chat with neighbours, keep bees, watch birds, build "Bug Hotels", get muddy and breathe fresh air and some days we even have the sun on our face. There are benches and chairs to sit quiet and take stock or for us to chat with our friends and our neighbours and set the world sometimes right. There are secure children's play areas, trampolines, Wendy houses, sand pits. These gardens helped many to bear and some perhaps, survive our Covid-19 lockdowns.

For Irish Rail to propose the denial of our access to these much-loved areas after so many years of careful and measured guardianship by families who have lived as neighbours with the railway, might be seen as unjust. This is particularly strongly felt as Irish Rail have long been aware of this use, to which no protest has been voiced but for an urging to take care at the viaduct edge. Our use of the area must then be seen as having been with Irish Rail's full knowledge and acceptance.

If access to them is withdrawn; if they are fenced off with ugly overbearing metal railings towering two (2) metres or more above our heads, keeping "our" gardens, that we love and have cared for, secure from us, to keep us safe like fools or criminals, if they do this it will be sure to have a long-term and negative impact on the residents of the eastern side of Glenbeigh Road.

It is understood that an un-secured railway cutting exposes Irish Rail to security and safety risks. This has long been understood by the residents of this boundary area. This awareness may even be why it has not been necessary to secure the cutting's edge previously. There is no access to the gardens from the public highway. The laneway has been gated by the residents now for many years and as such I would venture to suggest that this has served to improve the security of the railway on its own. What little risk that remains could surely be mitigated by some overall less intrusive means than are proposed.

I urge Irish Rail to amend their schedule 16.10 so that the palisade fence proposed is instead erected 5 metres east of the low-level boundary wall where it will then run along the edge of the viaduct cutting without detriment to the existing amenity.

Some formal agreement with residents of course might be necessary to protect Irish Rail's interests going forward, but sustainment of the resident's access to this treasured amenity, long established and accepted by all (Irish Rail included) would be greatly appreciated and hugely sustaining to our little community as we face forward into an uncertain future.

There is anecdotal evidence available that lease agreements and nominal rents have previously been agreed between the railway operators (CIE) and residents of Glenbeigh Road (unfortunately now deceased). This might be considered precedent for such arrangements as are proposed here and so may be of supplemental interest.

I humbly submit this document for consideration during your deliberations.

Yours faithfully,

John Blackman