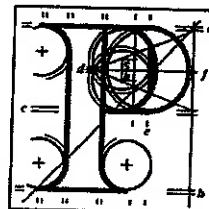


Our Case Number: ABP-316119-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Mairéad Cullen
56 Glenbeigh Road
Cabra
Dublin 7
D07 FT7X

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

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56, GLENBEIGH ROAD,
CABRA, D07 FT7X

An Bord Pleanála
64 Marlborough St
Dublin 1
D01 V902

Re: Dart+ South West Electrified Railway Order 2023

15th May 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. I personally have had access to and maintained this area for over 50 years as my parents bought 56 Glenbeigh Rd in 1965. My family have used it for growing vegetables and flowers and as a recreation area for relaxation over that entire time.

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. There are secure children's play areas, trampolines, Wendy houses, sand pits.

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 only a desire for people to take care at the viaduct edge. Our use of the area then could be seen as being done with Irish Rail's full knowledge and acceptance.

It is my understanding that my late father (Mr. Micahel Reynolds) and our late neighbours (Mr. Jim O'Neill, Mr. Jim Munnelly, Mr. Reid and Mr. Rush) had an agreement with the railway operators (CIE) that allowed them access to the access for a fee and they in return could use it for growing vegetables, flowers etc. This might be considered precedent for such arrangements as are proposed here and so may be of supplemental interest.

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 us away from "our" gardens, that we love and have cared for, 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 it's

own. What little risk that remains could surely be mitigated by some overall less intrusive means than are proposed.

Might Irish Rail consider amending their schedule 16.10 so that the palisade fence proposed is instead built 5 metres east of the low-level boundary wall where it might instead then run along the edge of the viaduct cutting?

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 would be hugely sustaining to our little community as we face forward into an uncertain future.

I humbly submit this document for consideration during your deliberations.

Yours faithfully,

Mairéad Cullen