

The Secretary
An Bord Pleanála
64 Marlborough Street
DUBLIN 1
DO1 V9O2

AN BORD PLEANÁLA	
LDG-	<u>058604-22</u>
ABP-	
28 OCT 2022	
Fee: €	<u>50</u> Type: <u>cond</u>
Time:	By: <u>hensl</u>

28 October 2022

Re: Submission to Railway Order, ABP Ref. NA29S.314232, DART+ West Electrified Railway Order 2022

Dear Sir / Madam,

We, McCutcheon Halley, act on behalf of Alanna Homes, Dragonglen and Alcove Ireland Four Ltd (our clients), in respect of this submission to ABP Ref. NA29S.314232, DART+ West Electrified Railway Order 2022. The contact address of each company is provided at the end of this letter. The observation fee of €50 is enclosed.

Our clients support the proposed Railway Order in principle as it will facilitate the development of a sustainable neighbourhood based on high quality public transport. This submission is focused on matters of detail in terms of the interface between the proposals and our clients' proposed Strategic Housing Development (SHD) at Barnhill (ABP Ref. 314125).

Our client and their engineers (Clifton Scannell Emerson & Associates, CSEA) have had very productive meetings with Irish Rail, and their representatives, to discuss the proposed Railway Order. Meetings were held on 24th August, 30th August and 20th September 2022. Alternative proposals have been agreed in principle which will allow the DART+ West and the Barnhill SHD projects to be developed concurrently. I am pleased to attach a memorandum from Irish Rail detailing agreement in principle to the alternatives proposed.

This submission summarises the impact of the current Railway Order on the Barnhill SHD and outlines alternative proposals, as agreed in principle with Irish Rail. The submission is structured as follows:

1. Barnhill SHD – Overview
2. Planning Policy Context for SHD
3. Potential Impact of Railway Order on Barnhill SHD & Alternative Proposals
4. Summary

 www.mhplanning.ie

McCutcheon Halley is a limited partnership registered under the Limited Partnerships Act, 1997, registration no. 1P512. Registered in Ireland No. 326490. Registered office: 6 Joyce House, Barrack Square, Ballincollig, Co. Cork. Directors: Brian McCutcheon, BA(Econ) DipTP DipGIS MIPi (Chairman), Tom Halley, BA(Mod), MRUP BSc ARCH(Hons) Cert. Civil Eng. MIPi.

Also in DUBLIN
Kreston House, Arran Court
Arran Quay, Dublin 7
D07 K271
T. +353 (0) 1 804 4477
E. info@mhplanning.ie

CORK
6 Joyce House, Barrack Square
Ballincollig, Co. Cork
P31 YX97
T. +353 (0)21 420 8710
E. info@mhplanning.ie

1. Barnhill SHD – Overview

Alanna Homes and Alcove Ireland Four Ltd submitted a Strategic Housing Development (SHD) application for a 10-year permission to develop 1,243 residential units, commercial and community facilities and ancillary development, on 20 July 2022 (ABP Ref. 314125). As the owner of lands within the SHD application, Dragonglen Limited provided consent for the application. The residential development is to be provided in ten-character areas, as detailed on the attached site layout plan, drawing reference PLA-06.

In addition to the residential and related uses, the proposed development consists of the creation of a pedestrian and cycling priority route along Barberstown Lane North, and the provision of a pedestrian access plaza from the site to Hansfield train station. Drawing reference 21154_LP_G_D7, provides details of the proposed access to Hansfield train station, which reflects the access approach to the north of the train station from within the Hansfield SDZ (previously developed by Irish Rail). Irish Rail were consulted throughout the design process for the access to train station. A copy of the design details for the railway access plaza was issued to Irish Rail in advance of the SHD being formally lodged.

The proposed Barnhill development also includes provision for a tie in to the realigned Barberstown Lane South Road as part of the Ongar to Barnhill Distribution Road. These works will provide access to third party lands to the south-west via the new internal Barnhill road network, required due to the closure of the existing Barberstown level crossing proposed as part of the DART+ West scheme.

2. Planning Policy

It is a national policy objective of the National Planning Framework (NPF) to prioritise the development of new homes at locations that can support sustainable development, to ensure the efficient provision of infrastructure and encourage the use of public transport, walking and cycling.

Both the DART+ West project and the provision of a strategic level of residential housing in proximity to the existing and proposed upgraded railway line are consistent with the objectives of the NPF. The DART+ West works will provide significant benefits to the existing and future population living close to the railway line, while additional strategic residential development along the railway line will support the viability of rail services and delivery economies of scale in terms of the investment in infrastructure. The concurrent delivery of the DART+ West and Barnhill SHD projects is therefore consistent with national planning policy.

The Regional Spatial and Economic Strategy for the Eastern & Midland Regional Assembly 2019 – 2031 (RSES), identifies the Barnhill lands as being within the Dublin Metropolitan Area. The vision for this area is to “...build on our strengths to become a smart, climate resilient and global city region, expanding access to social and economic opportunities and improved housing choice, travel options and quality of life for people who live, work, study in or visit the metropolitan area.” Ease of travel by public transport is a key goal of the RSES. The concurrent delivery of the DART+ West and Barnhill SHD projects is therefore consistent with regional planning policy.

The Fingal County Development Plan 2017-2023 zoned the lands at Barnhill to “Provide for new residential communities subject to the provision of the necessary social and physical infrastructure”. The objective is to

delivery in the region of 950 to 1,1150 new dwellings and associated amenity and educational facilities on Barnhill lands. Barnhill Local Area Plan¹ (LAP) was adopted in February 2019, with the vision to create a new residential community, that is *appealing, distinctive and sustainable, maximising the opportunities provided by the surrounding natural environment for biodiversity and improved amenities*. The possible DART extension was identified in the LAP as an opportunity to support the provision of a sustainable residential community. The concurrent delivery of the DART+ West and Barnhill SHD projects is therefore consistent with local planning policy.

3. Potential Impact of the Railway Order on Barnhill SHD

The Railway Order application includes proposals for permanent and temporary land acquisition. The lands are stated as being required to:

- Provide construction access to an ESB substation to be developed on Irish Rail Lands.
- To provide a turning head for maintenance vehicles servicing the proposed ESB substation
- To provide construction compounds for the proposed DART+ West project.

The proposed Railway Order as currently drafted, and without the now agreed modifications, for the Barnhill lands, would impact the Barnhill SHD project, as it would prevent the development of 1,234 residential units 3,174 m² of commercial and community facilities, railway plaza providing access to Hansfield railway station, a public park of approximately 5.6 hectares and a series of pocket parks throughout the development. However the proposed modifications now proposed by Irish Rail, and which are agreeable to all parties, provide that both Dart+ West and Barnhill Garden Village Strategic Housing Development can both proceed.

In addition to the alternative proposals agreed in principle with Irish Rail, our clients would welcome further discussion prior to the commencement of development of the Railway Order and SHD projects to review proposals for a temporary construction compound on lands to the north-west of the proposed SHD project [character area Link Road West, Railway Order Reference DW.018 T.62(C) and DW.081 T.62 (D)]. Alternative options in this area might include phasing of the Barnhill SHD project to facilitate temporary access required by the DART+ West project, or an alternative location for the construction compound.

¹ The Barnhill SHD application is located with the Barnhill LAP boundary, although it does not include all of the LAP lands.

Table 1: Impact of Proposed Railway Order Land Acquisition on Barnhill SHD

Fig. Ref	RO Ref.	Description	Potential Impact and Alternative Proposal (As agreed in attached Memorandum from Irish Rail)
Proposed Temporary Acquisition			
1	DW.018 T.62(A)	Proposed Access to Hansfield station and Electrical Substations Hansfield Station 2,405 sqm, from Barberstown Town Lane North, up towards train line and immediately to the south of Hansfield Train Station.	<p>The temporary acquisition of these lands would prevent Barnhill SHD from being constructed within its current design due to the temporary acquisition lands overlapping with the apartment blocks and also the services and connectivity from Barberstown Lane being obstructed.</p> <p>Irish Rail has agreed in principle to an alternative temporary construction access, as illustrated on drawing no. 16_053_102.</p> <p>The alternative access route is in the landownership of Dragonglen and a licence agreement can be provided to facilitate access for the DART+ West project.</p>
2	DW.018 T.62(B)	Proposed Access to Hansfield station and Electrical Substations Hansfield Station 47 sqm, portion of Barberstown Lane North.	
5	DW.025 T.62 (A)	Barnhill Ongar Road and tie in to Barberstown Lane 14,465 sqm part of Barberstown Lane South and lands immediately to the north of the road.	<p>Construction of the foul sewer pumping station, access, ancillary foul sewer pipe networks and rising mains in this area is required to service the whole site. If Irish Rail were to take temporary acquisition of this area the Barnhill SHD site would not be developable as the foul sewer pumping station and rising mains service the whole site. .</p> <p>The works proposed in this area by the Barnhill SHD would serve the DART+ West project objectives, which are to provide an alternative route to third party lands as a result of the closure of the Barberstown level crossing.</p> <p>CSEA Drawing 16_053_034 illustrates the staged works proposed within this area to provide the necessary tie-ins with the approved Ongar Barnhill distributor road.</p>

Fig. Ref	RO Ref.	Description	Potential Impact and Alternative Proposal (As agreed in attached Memorandum from Irish Rail)
			<p>Irish Rail has no objections to the proposals for the Barnhill Ongar Road and tie in to the Barberstown Lane, as shown on CSEA Drawing 16_053_034, which are compatible with the DART+ West project in principle.</p> <p>Our clients will provide a licence agreement to facilitate necessary access for the DART+ West project.</p>
Proposed Permanent Acquisition			
6	DW.018, P.62(A)	<p>Lands for Rail Access</p> <p>399 sqm, located to the east of SHD lands.</p>	<p>Permanent acquisition of this land would not allow the Barnhill SHD project to be constructed as the land sits over an existing culvert which will accommodate the rising main serving Barnhill SHD. Rights to the culvert cannot be compromised as it would impact on the ability to develop the Barnhill LAP lands.</p> <p>Our clients will provide an easement over this land which would give a right of way for Irish Rail.</p> <p>Irish Rail accept in principle the proposed provision of a Right of Way instead of the permanent acquisition of these lands.</p>
7	DW.018 P.62(B)	<p>Proposed Platform Access Ramp at Hansfield Station</p> <p>176 sqm, located immediately south of the railway line, to the south-west of Hansfield Station.</p> <p>Identified to provide a turning circle required for emergency fire access.</p>	<p>The permanent acquisition of these lands would require a redesign of the access to Hansfield Train Station for the proposed SHD development.</p> <p>Subject to the provision of the alternative access route detailed in drawing 16_053_101, this portion of land would not be required to facilitate the DART+ West project.</p> <p>Irish Rail have agreed in principle that an alternative turning circle can be provided on CIE owned lands.</p>

The proposed temporary and permanent acquisition of lands as described in Table 1 would impact on the proposed Barnhill SHD development to deliver 1,243 residential units. Alternative proposals which would facilitate the concurrent development of DART+ West project and the Barnhill SHD have been

identified and agreed in principle with Irish Rail. The attached memorandum from Irish Rail confirms their in-principle agreement to these alternative proposals.

The Barnhill SHD is currently under consideration by An Bord Pleanála. In its opinion to An Bord Pleanála, Fingal County Council has recommended, inter alia, that the following condition is applied to any grant of permission:

Recommended SHD Condition by FCC: *The developer shall liaise as required with Fingal County Council and the DART+ West Project Team with regards to any potential design changes or amendments to the on-going projects.*

It is probable that this, or a similar condition, such as that outlined below will be applied to any permission on the Barnhill SHD application.

Possible Alternative SHD Condition: *Prior to the commencement of development, written agreement will be reached with Fingal County Council on facilitating necessary construction access for the DART+ West project.*

Regardless of any condition which may be applied to our clients' SHD application, they are willing to enter into licence agreements and agree the requisite right of way provisions to facilitate the DART+ West project.

5 Summary

This submission to Railway Order application reference NA295.314232 is made on behalf of Alanna Homes, Dragonglen and Alcove Ireland Four Ltd, who have recently submitted a Strategic Housing Development (SHD) application on lands within Barnhill LAP. The SHD application is for 1,243 residential units, and related uses, consistent with national, regional, and local planning policy objectives.

The Railway Order proposes the permanent and temporary acquisition of lands to facilitate the construction of the proposed DART+ West project. These lands were, prior to discussion between Irish Rail and the landowners, noted as being required to facilitate access to an ESB substation and for construction compounds to facilitate the DART+ West project.

The proposed Railway Order as currently drafted, and without the now agreed modifications, for the Barnhill lands, would impact the Barnhill SHD project, as it would prevent the development of 1,234 residential units 3,174 m² of commercial and community facilities, railway plaza providing access to Hansfield railway station, a public park of approximately 5.6 hectares and a series of pocket parks throughout the development. However the proposed modifications now proposed by Irish Rail, and which are agreeable to all parties, provide that both Dart+ West, which is a key strategic transportation infrastructure project for the State, and Barnhill Garden Village Strategic Housing Development, which is a key piece of social and housing infrastructure located at a key transportation hub, can both proceed to the benefit of existing and future populations, the Barnhill/ Hansfield area and the wider community in Fingal and in this part of Dublin.

The landowners welcome the proposal to develop Dart+ West as a significant piece of strategic transport infrastructure which will assist in achieving the national aims of sustainable transportation patterns, sustainable communities and reduction in carbon emissions. The landowners also wish to acknowledge the cooperation of Irish Rail, its staff and design team in taking on board their comments and concerns and facilitating meetings at short notice.

Alanna Homes and Alcove Ireland Four Ltd would also welcome the opportunity of further discussion with Irish Rail prior to the commencement of development of the Railway Order and SHD projects to review proposals for a temporary construction compound on lands to the north-west of the proposed Barnhill SHD.

We would be happy to discuss these proposals in more detail in the context of an Oral Hearing if the Board considers this appropriate.

Thank you for your consideration of this submission.

Yours faithfully



Mairi Henderson
McCutcheon Halley

Enclosures

1. Drawing PLA-06: Barnhill SHD Layout and character areas.
2. Drawing 21154_LP_G_D7: Proposed access to Hansfield train station.
3. Railway Order Drawing: Area 018, Property Pan No. DW.018
4. Drawing 16_053_101: alternative access option to Irish Rail lands.
5. Drawing 16_053_034: Evolution of tie in arrangement of Barberstown Lane South Road.
6. Letter from Irish Rail, noting acceptance in principle of proposed alternatives.

Observers Contact Addresses

Alanna Homes
4 The Mall
Lower Main Street
Lucan
Dublin

Dragonglen
13-18 City Quay
Dublin 2

Alcove Ireland Four Limited
Ground Floor
George's Court
54-62 Townsend Street

Figure 1: Location of proposed Railway Order temporary and permanent land acquisitions





- LEGEND**
- WAYLEAVE
 - IRISH RAIL LANDS
 - HEDGEROW TO BE RETAINED
 - CHARACTER AREAS**
 - LINK ROAD WEST
 - LINK ROAD EAST
 - RAILWAY QUARTER
 - STATION PLAZA
 - STATION QUARTER SOUTH
 - VILLAGE CENTRE
 - THE CROSS
 - THE CRESCENT
 - THE STREAM
 - PARKSIDE

SITE LAYOUT
CHARACTER AREAS
SCALE 1:1000 @ A0 / 1:2000 @ A1

NOTE:
Refer to site layout individual plans for further details including all finished floor levels and dimensioning.

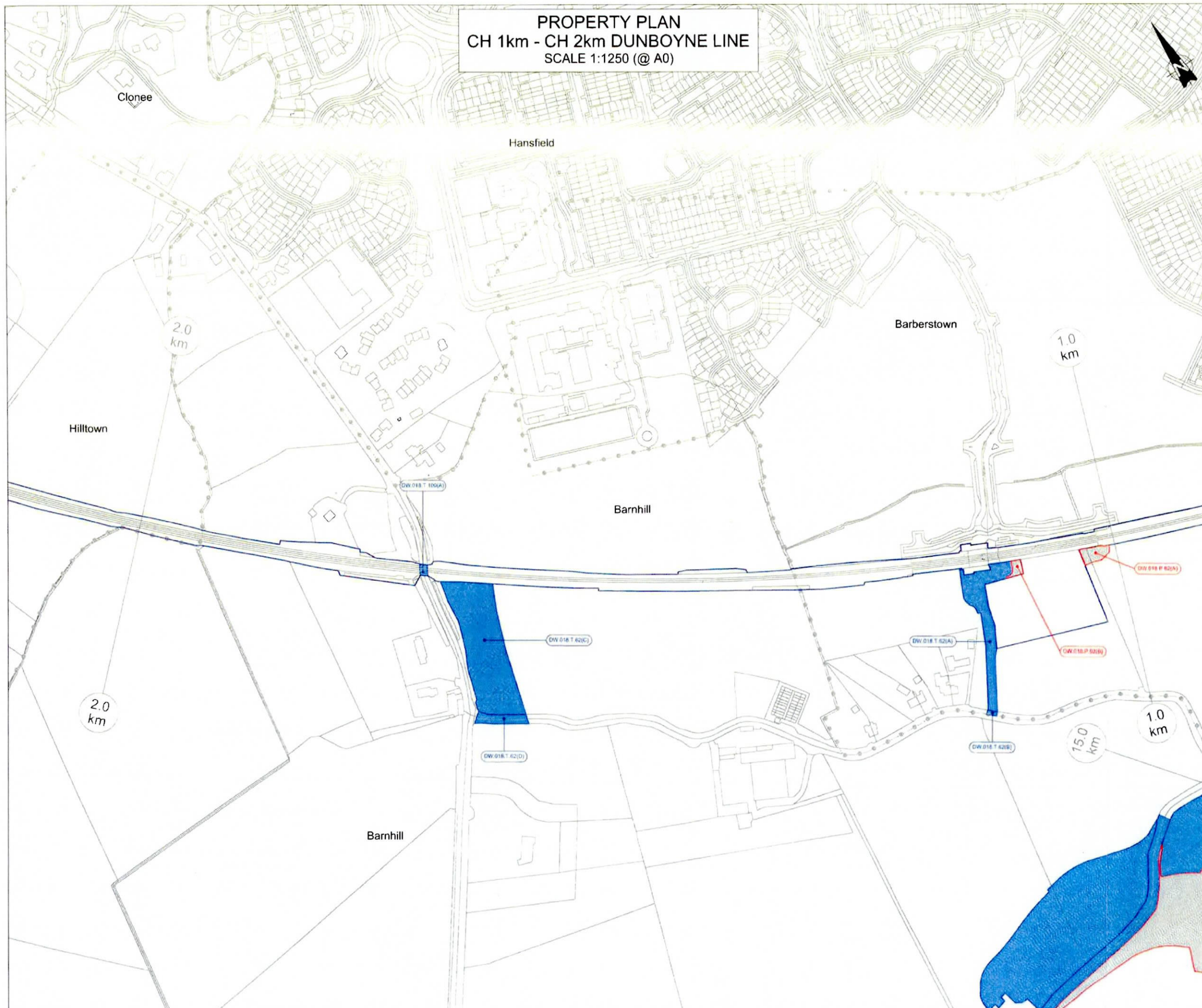
NOTE:
Refer to CSEA Consulting Engineers drawings for topographical survey, proposed levels, retaining structures, traffic lighting and drainage details.
Refer to Cannon + Associates drawings for landscape layout and details.

DELPHI
ARCHITECTURE + PLANNING

RIAI Planning

LAYOUT ID: PLA-06	
Project: Barnhill Residential Development	
Drawing Name: Overall Site Layout - Character Areas	
Scale: 1:1000	Drawn by: [Signature]
Job No: [Number]	Checked by: [Signature]
Series: [Number]	Approved by: [Signature]
Date: 13/01/2022	Project Manager: [Signature]
Status: [Status]	Revision: [Number]

PROPERTY PLAN
CH 1km - CH 2km DUNBOYNE LINE
SCALE 1:1250 (@ A0)



NOTES

- THIS PLAN MUST BE READ IN CONJUNCTION WITH THE DRAFT RAILWAY ORDER SCHEDULES, THE ENVIRONMENTAL IMPACT ASSESSMENT REPORT AND THE WORKS LAYOUT PLAN.
- PROJECT CHAINAGE IS IN KILOMETRES (KM).

LEGEND

- C.I.E. LAND OWNERSHIP
- TOWNLAND BOUNDARY

PROPERTY REFERENCES ARE SHOWN IN A CAPSULE CONTAINING A SPECIFIC ALPHABETIC REFERENCE FOR EACH PLOT OF LAND. (SEE BELOW)

- RED CAPSULES: INDICATING PERMANENT LAND ACQUISITION
- ORANGE CAPSULES: INDICATING PRIVATE POLE LOCATIONS
- PURPLE CAPSULES: INDICATING PUBLIC POLE LOCATIONS
- BROWN CAPSULES: INDICATING SUBSTANTIUM LAND ACQUISITION
- BLUE CAPSULES: INDICATING TEMPORARY LAND ACQUISITION
- ORANGE CAPSULES: INDICATING RIGHTS OF WAY TO BE ACQUIRED
- GREEN CAPSULES: INDICATING RIGHTS OF WAY TO BE EXTINGUISHED OR INTERRUPTED

FURTHER DETAILS ON THE OWNERSHIP OF LAND OR RIGHTS OF WAY ARE PROVIDED IN THE SCHEDULES TO THE DRAFT LEGAL ORDER

PERMANENT LAND ACQUISITION REFERENCE

- EXTENT OF PROPOSED PERMANENT ACQUISITION AS ALSO IDENTIFIED IN SCHEDULE 1 (PART 1) OF THE DRAFT LEGAL ORDER
- EXTENT OF PROPOSED PERMANENT ACQUISITION AS ALSO IDENTIFIED IN SCHEDULE 1 (PART 1) OF THE DRAFT LEGAL ORDER

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

KEY PLAN

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

PROPOSED LOCATION OF POLES

- PROPOSED LOCATION OF POLES TO BE EXTINGUISHED OR INTERRUPTED

Client

- Client: CIE, Iarnród Éireann Irish Rail

Project

- Project: DART+ West

Drawn By

- Drawn By: LA

Checked By

- Checked By: MH

Date

- Date: 1:1250 (@ A0)

May 2022

Sheet No.

- Sheet No: 018

Property Plan No.

- Property Plan No: DW.018

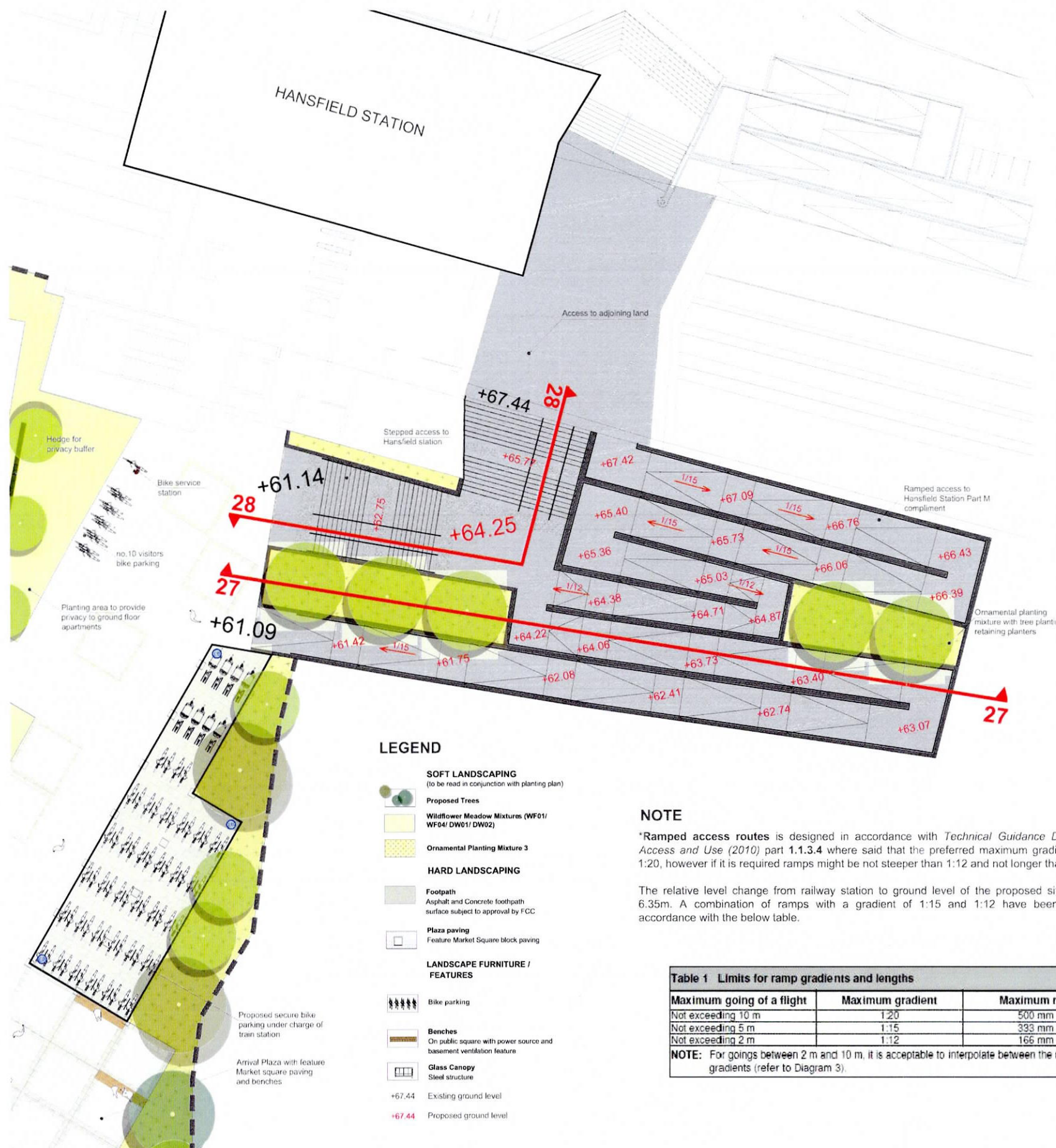
Scale

- Scale: 1:1250 (@ A0)

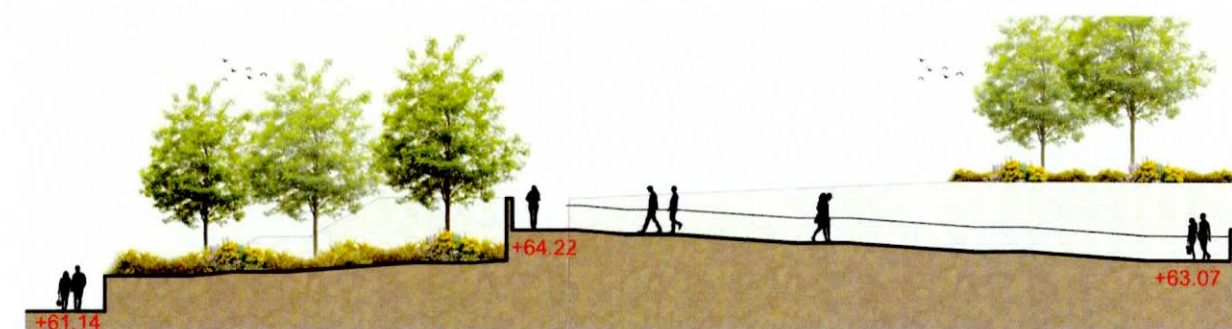
BARNHILL GARDEN VILLAGE - DETAIL AREA 7

Train Station

sc 1/200



SECTION 27-27 sc1/200



SECTION 28-28 sc1/200



3D RENDERED IMAGES produced by Delphi Design



CONTEXT PLAN @nts



NOTE

*Ramped access routes is designed in accordance with *Technical Guidance Document M - Access and Use (2010)* part 1.1.3.4 where said that the preferred maximum gradient should be 1:20, however if it is required ramps might be not steeper than 1:12 and not longer than 2000 mm.

The relative level change from railway station to ground level of the proposed site amounts to 6.35m. A combination of ramps with a gradient of 1:15 and 1:12 have been proposed in accordance with the below table.

Table 1 Limits for ramp gradients and lengths		
Maximum going of a flight	Maximum gradient	Maximum rise
Not exceeding 10 m	1:20	500 mm
Not exceeding 5 m	1:15	393 mm
Not exceeding 2 m	1:12	166 mm

NOTE: For goings between 2 m and 10 m, it is acceptable to interpolate between the maximum gradients (refer to Diagram 3).

+ 087 910 1600
+ info@gannonandassociates.ie
+ Terenure Enterprise Centre
17 Rathfarnham Road, D6W

gannon associates

G 27/06/22 Landscape Detail Area 1 PS/AP JG
REV DATE REVISION DRAWN CHECKED

CLIENT
Alanna Homes & Alcove Ireland Four Ltd.

PROJECT TITLE
Barnhill Garden Village - Proposed development at Barnhill, Clonsilla, Co.Dublin

PROJECT ARCHITECT
CDP Architects / CWOB Architects / Delphi Design

SHEET TITLE
Landscape Detail Area 7 - Train Station

SHEET NO.
21154_LP_G_D7

SCALE
1/200

STAGE
Planning Stage

SHEET SIZE
A2

REVISION
G

DATE
June 2022



Copyright Gannon and Associates, 2022

Clár DART+, An Foirgneamh Innealtoireachta agus Oibreacha Nua, Iarnród Éireann, Inse Chór, Baile Átha Cliath 8, D08 K6Y3.

DART+ Programme, Engineering & New Works Building, Iarnród Éireann, Inchicore, Dublin 8, D08 K6Y3.

info@irishrail.ie www.irishrail.ie



Record of Meetings

To	:	The Developers, Barnhill Garden Village Strategic Housing
Date	:	17/10/2022
Project	:	DART+ West
Subject	:	Barnhill Garden Village Strategic Housing Record of Meetings

This record of meetings has been prepared by Irish Rail for the proposed Dart + West Project, in consultation with the developers of the Barnhill Garden Village Strategic Housing Development (SHD), following meetings and discussions regarding the interface of these two projects.

The purpose of this record is to highlight where there are differences in the proposals for the Dart + West Project and Barnhill Garden Village SHD as submitted to An Bord Pleanála and to set out the proposed resolution and understanding of these differences.

Irish Rail in relation DART+ West Project, confirms that we have no objection with the following proposals in relation to the Barnhill Garden Village SHD, pending final detailed proposals and any planning conditions that may be imposed upon the developer as part of their planning approval.

Irish Rail agrees that, when agreed between parties, this record can be submitted to An Bord Pleanála and will highlight proposed changes to the DART+ West Project as submitted to facilitate the proposed Barnhill Garden Village SHD and that these proposed changes are subject to confirmation by An Bord Pleanála.

1. Proposed Platform Access Ramp at Hansfield Station

The Dart + West project confirms that the turning facility for the emergency vehicles accessing the proposed substation and associated building south of Hansfield stations can be relocated within CIE lands. This will be undertaken to avoid impacts on the proposed ramp to Hansfield station as shown in Figure 1 and the Drawing PLA-05 the Barnhill Garden Village SHD (August 2022) appended to this memo.

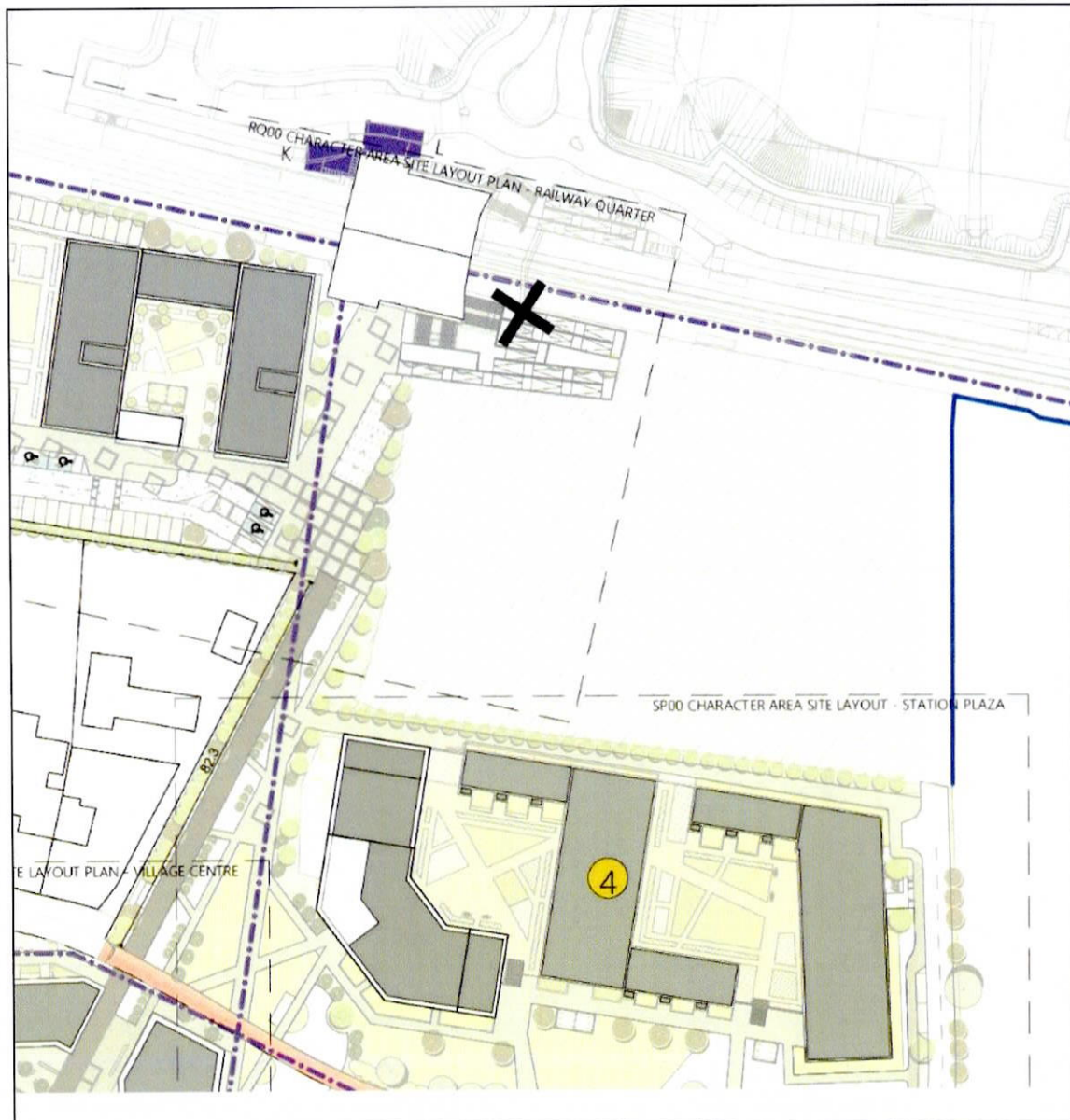


Figure 1 – Proposed access ramp at Hansfield Station as part of Barnhill Garden Village SHD

The alternative proposed location of the turning facility required for emergency fire access is shown in Figure 2 below and highlighted in green.

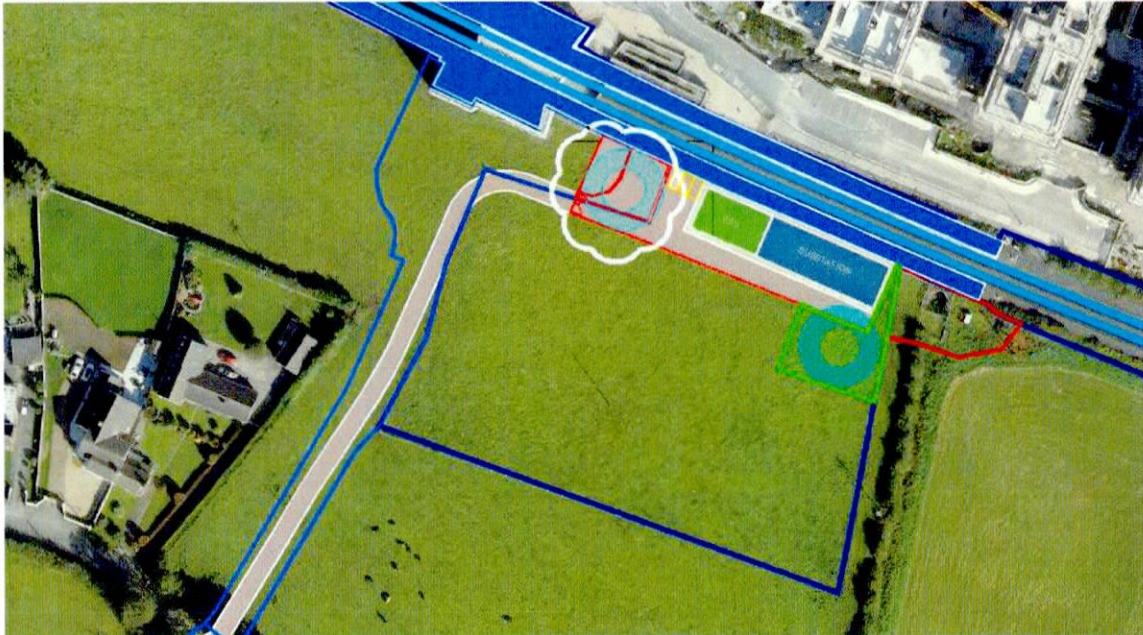


Figure 2 – Proposed alternative location for Emergency services turning highlighted in Green

The permanent land acquisition plot Ref DW.018.P.62(B) as shown on Property Plan No: DW.018 will be omitted as part of the corrigenda submission to An Bord Pleanála to be presented as part of the Railway Order Application, subject to approval from An Bord Pleanála that the relocation of the turning facilities for emergency services does not constitute a significant change to the planning.



Figure 3 – Plot DW.018.P.62(B) proposed to be omitted

2. Lands for Rail Access

The permanent land acquisition plot Ref DW.018.P.62(A) as shown in Figure 4 below and Property Plan No: DW.018 is proposed not to be acquired permanently but a Right of Way in favour of Irish Rail and CIE is to be established.

Property reference DW.018.P.62(A) to be shown alternatively as a Right of Way as part of the corrigenda submission to An Bord Pleanála to be presented as part of the Railway Order Application.

Irish Rail will establish the required access route to the rail line through the right of way as part of the proposed project, while future maintenance of this access will revert to the developer of Barnhill Garden Village.

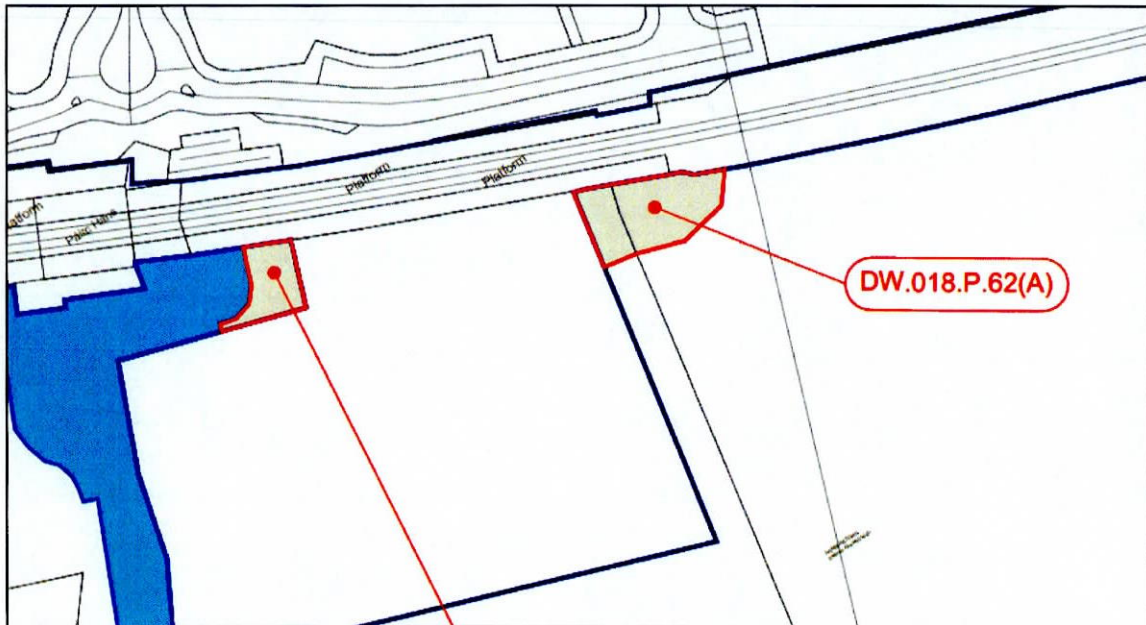


Figure 4 – Plot DW.018.P.62(A) proposed to be presented as a Right of Way

3. Proposed Access to Hansfield station and Electrical Substations Hansfield Station

The Dart+ West project confirms that the interim and long-term access proposals as presented in CSEA Drawing Ref. 16_053_102 are satisfactory with regard to providing the necessary access for the DART+ West Project.

The existing Rights of Way in favour of CIE across DW.018.T.62(A)&(B) as shown in Figure 5 below and Property Plan No: DW.018 ~~below~~ will remain unaffected. As a result it is proposed that property reference DW.018.T.62(A) & DW.018.T.62(B) will be removed as part of the corrigenda submission to An Bord Pleanála to be presented as part of the Railway Order Application. It is still proposed that this existing right of way or the alternative access shown in Drawing Ref. 16_053_102 will be used for the construction of the works required for the DART+ West Project.

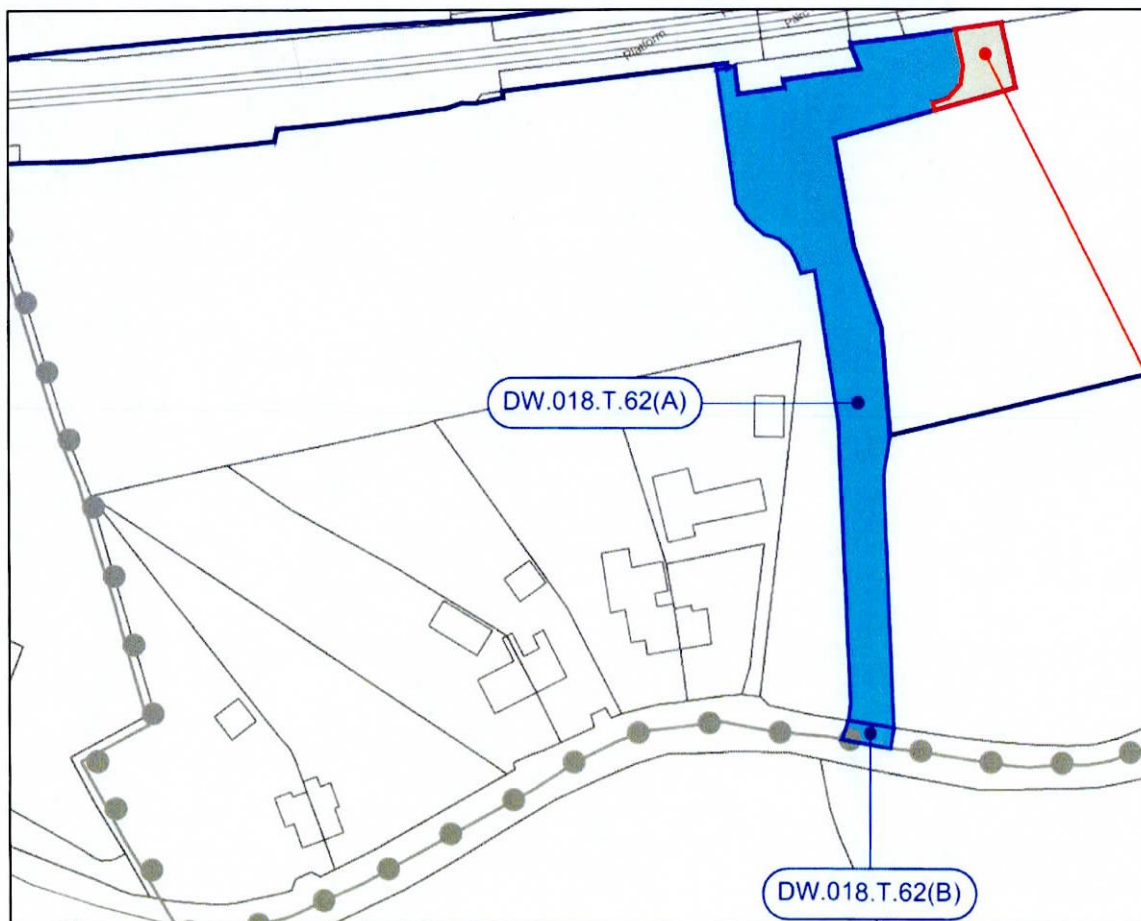


Figure 5 – Plots DW.018.T.62(A) and DW.018.T.62(B) proposed to be omitted

4. Barnhill Ongar Road and tie in to Barberstown Lane

The Dart + West Project has no objection to the proposals for Barnhill Ongar Road and tie in to Barberstown Lane shown on CSEA Drawing Ref. 16_053_034, which are compatible with the Dart+ West project pending final detailed proposals.

The design of the road that will be progressed as part of the DART+ West will depend on the timing of both projects and any modifications or requirements set out in the planning approval of both the Dart + West Project and Barnhill Garden Village SHD.

It is understood that the detention basin at Barberstown Road will be constructed as part of the Ongar to Barnhill Distributor Road Scheme as shown on CSEA Drawing Ref. 16_053_102 which is being progressed by Fingal County Council. A letter from the Developers to Fingal County Council dated the 23rd of June 2022 sets out the Developers proposals for dealing with the construction of the Ongar to Barnhill Distributor Road Scheme and is included in the Appendices.

Irish Rail understands that the developer Barnhill Garden Village SHD may require access to lands proposed to be temporarily acquired to construct the foul sewer pumping station, access, ancillary foul sewer pipe networks and rising mains within the temporary landtake area, in advance of the DART+ WEST Project.

Should the roadworks for the Barberstown Lane connection to the Barnhill Garden Village SHD be complete at the time of construction of the Dart + West project, the Dart + West project will only complete the Barberstown Road and associated bridge and works. Any works to the Barberstown Lane link road and any ancillary works to remove this link in this scenario will be the responsibility of the developers of the Barnhill Garden Village SHD.

Appendices

- **Drawing PLA-05**
- **Property Plan No: DW.018**
- **Drawing 16_053_034**
- **Drawing 16_153_102**
- **Letter to FCC regarding Link Road**

Dragonglen Limited

Planning and Strategic Infrastructure Department
Fingal County Council,
County Hall,
Swords,
Fingal,
County Dublin.

23 June 2022

A Chara,

Re: Link road to facilitate future Kellystown Link Road at Barnhill, Clonsilla, Dublin 15

We refer to the above and to the section of link road edged red on the enclosed drawing ref. 17_121-CSE-GEN-ZZ-DR-C-7011 indicating the approximate land take for a section of the link road at Barnhill, Clonsilla, Dublin 15 ('the Link Road').

The Link Road is located within the lands in the ownership of Dragonglen Limited.

Dragonglen is seeking planning permission for the Link Road as part of a Strategic Housing Development application to An Bord Pleanála.

We confirm that in the event that we do not construct or procure the construction of the Link Road within twelve months of the date of us obtaining a suitable grant of planning permission for the development of our lands the subject matter of the Strategic Housing Development application (including the Link Road):

1. that we shall permit and enter into a licence agreement with Fingal County Council to authorise and enable Fingal County Council (and its contractors and sub-contractors) to enter upon such parts of our lands as are required for the purposes of constructing and completing the Link Road.
2. the licence agreement shall be on industry standard terms, including that the works to the Link Road shall be carried out by Fingal County Council and completed, in a good and workman like manner, in compliance with planning permission, building regulations, local authority requirements and all other relevant building and taking in charge standards for works of that nature.
3. the licence agreement shall be entered into within three months of Fingal County Council notifying us in writing that it intends to commence, construct, and complete the Link Road.
4. The Link Road, when constructed shall be taken in charge by Fingal County Council.

5. On the date of completion of the Link Road (or prior to that if requested by Fingal County Council) we shall transfer title to the Link Road to Fingal County Council subject to the standard easements and rights being reserved to us to develop and service our landholding including the right to lay, construct all conduits for services in the Link Road and connect into and use the same for the benefit of our landholdings.

The foregoing is subject to construction of the Ongar-Barnhill Link Road by Fingal County Council (which includes the East-West Road) having first substantially commenced.

Signed:

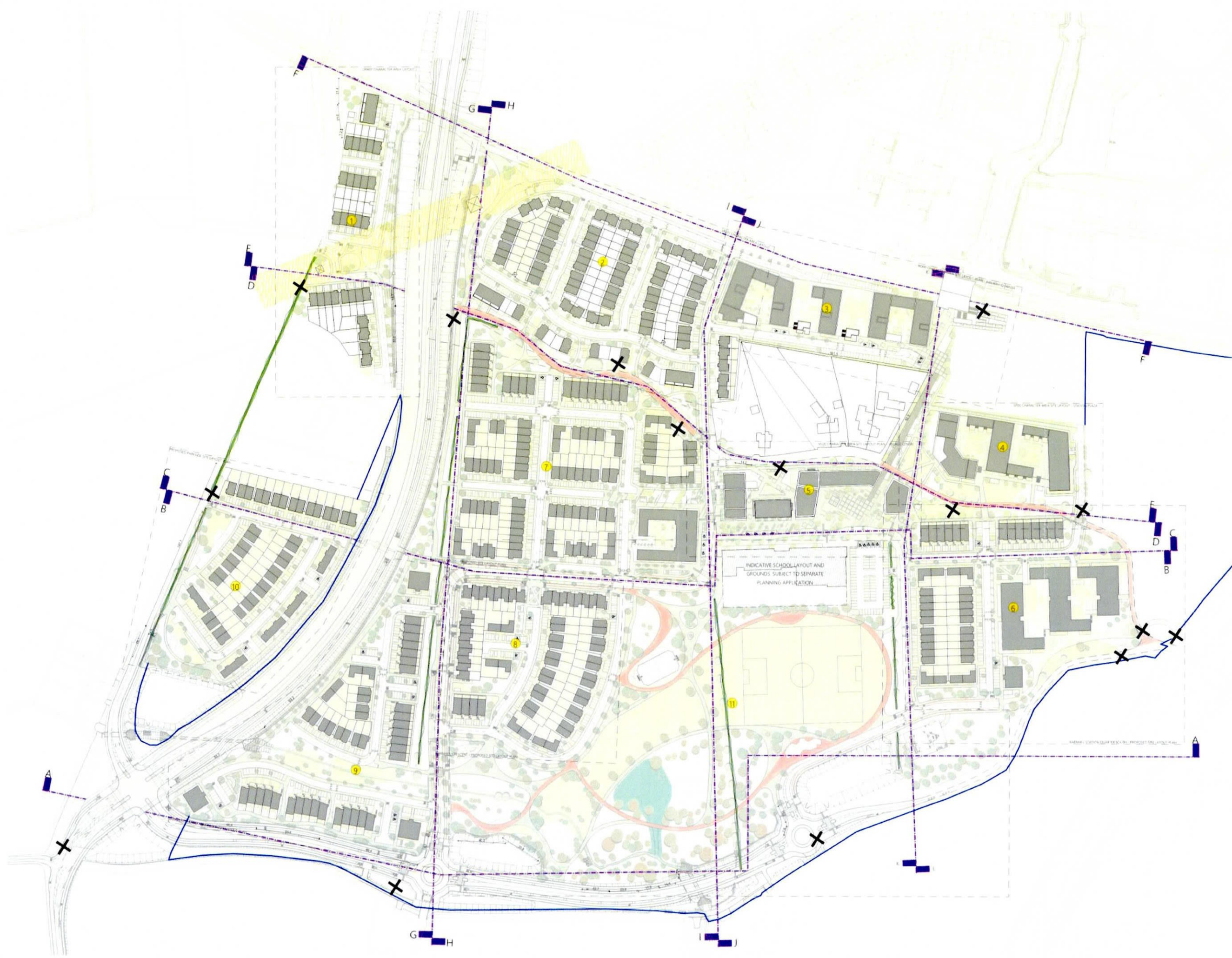


Director

Dragonglen Limited

Reg. No. 569582
Registered Office: -
13-18 City Quay,
Dublin 2
Directors: Liam McGreal, Cathal Ross

4 The Mall,
Lower Main Street, Lucan,
Co. Dublin
Tel +353 15055400



Link Road associated with the School
1.54 ha

NOTE:
Refer to drawing ref. PLA-15 for location of
substations, which are indicative and subject to
approval by ESB Networks.

AREA NAME / ZONES

- 1 LINK ROAD EAST
- 2 LINK ROAD WEST
- 3 RAILWAY QUARTER
- 4 STATION QUARTER
- 5 VILLAGE CENTRE
- 6 STATION QUARTER SOUTH
- 7 THE CROSS
- 8 THE CRESCENT
- 9 THE STREAM
- 10 THE PARKSIDE
- 11 PUBLIC OPEN SPACE

LEGEND

- WAYLEAVE
- IRISH RAIL LANDS
- HEDGEROW TO BE
RETAINED
- SITE BOUNDARY
- SITE NOTICE LOCATIONS
- INDIVIDUAL SITE
LAYOUTS FOR EACH
CHARACTER AREA

SITE LAYOUT PLAN

SCALE 1:1000 @ A0 / 1:2000 @ A1

NOTE:
Refer to site layout individual plans for further
detail including all finished floor levels and
dimensioning.

NOTE:
Refer to CS&A Consulting Engineers drawings for
topographical survey, proposed roads, retaining
structures, traffic, signage and drainage details.
Refer to Gannon + Associates drawings for
landscape layout and details.

DELPHI
ARCHITECTURE + PLANNING

RIA Planning

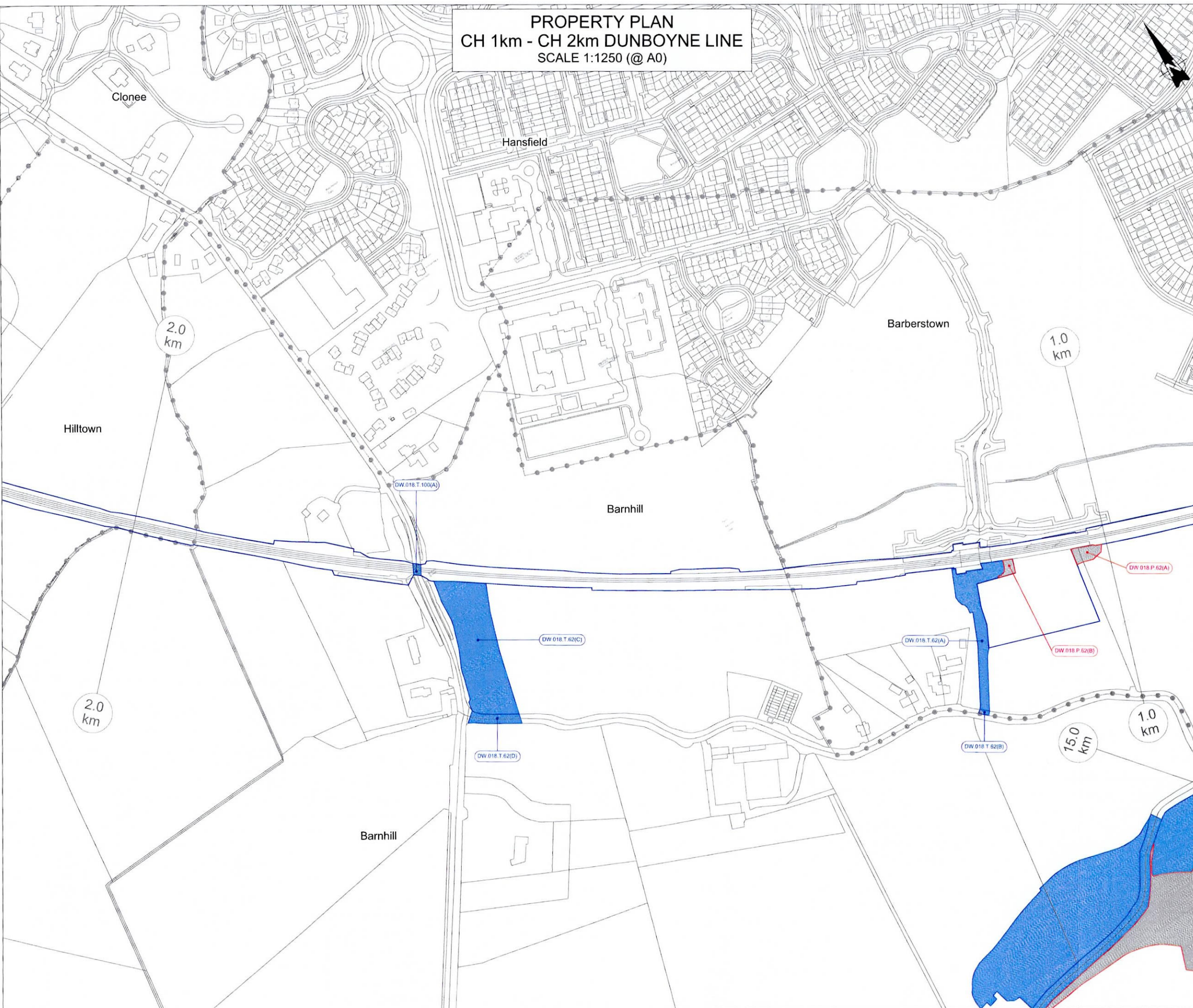
DAVEY + SMITH ARCHITECTS LTD (THE SEAFORD BUILDING, 44-46
CLIFTON ROAD, CLIFTON PARK, DUBLIN 17, PH 01 261 2016 110000
info@davey-smith.com + 353 1 261 2016 110000

Layout ID: **PLA-05**

Project: **Barnhill Residential Development**

Drawing Name: **Overall Site Layout**

Scale:	1:1000	Refer to drawing ref. PLA-01
Drawn By:	Project team	Project team
Checked By:	Project team	Project team
Date:	10/07/2022	10/07/2022
Status:	Final	Final
Revision:		



PROPERTY PLAN
CH 1km - CH 2km DUNBOYNE LINE
SCALE 1:1250 (@ A0)

NOTES

1. THIS PLAN MUST BE READ IN CONJUNCTION WITH THE DRAFT RAILWAY ORDER SCHEDULES, THE ENVIRONMENTAL IMPACT ASSESSMENT REPORT AND THE WORKS LAYOUT PLANS.
2. PROJECT CHAINAGE IS IN KILOMETRES (km).

LEGEND

- C.I.E. LAND OWNERSHIP
- TOWNLAND BOUNDARY

PROPERTY REFERENCES ARE SHOWN IN A CAPSULE CONTAINING A SPECIFIC ALPHA NUMERIC REFERENCE FOR EACH PLOT OF LAND. (SEE BELOW)

1. RED CAPSULES - INDICATING PERMANENT LAND ACQUISITION
2. CYAN CAPSULES - INDICATING PRIVATE POLE LOCATIONS
3. PURPLE CAPSULES - INDICATING PUBLIC POLE LOCATIONS
4. BROWN CAPSULES - INDICATING SUBSTANTIUM LAND ACQUISITION
5. BLUE CAPSULES - INDICATING TEMPORARY LAND ACQUISITION
6. ORANGE CAPSULES - INDICATING RIGHTS OF WAY TO BE ACQUIRED
7. GREEN CAPSULES - INDICATING RIGHTS OF WAY TO BE EXTINGUISHED OR INTERRUPTED

FURTHER DETAILS ON THE OWNERSHIP OF LAND OR RIGHTS OF WAY ARE PROVIDED IN THE SCHEDULES TO THE DRAFT LEGAL ORDER.

PERMANENT LAND ACQUISITION REFERENCE

- DW 005.P.01(A) REF. NO. DW 005.P.01(A) PROJECT REF. - DART+ WEST
- DW 005.P.01(B) REF. NO. DW 005.P.01(B) PROJECT REF. - DART+ WEST
- DW 005.P.01(C) REF. NO. DW 005.P.01(C) PROJECT REF. - DART+ WEST
- DW 005.P.01(D) REF. NO. DW 005.P.01(D) PROJECT REF. - DART+ WEST
- DW 005.P.01(E) REF. NO. DW 005.P.01(E) PROJECT REF. - DART+ WEST
- DW 005.P.01(F) REF. NO. DW 005.P.01(F) PROJECT REF. - DART+ WEST
- DW 005.P.01(G) REF. NO. DW 005.P.01(G) PROJECT REF. - DART+ WEST
- DW 005.P.01(H) REF. NO. DW 005.P.01(H) PROJECT REF. - DART+ WEST
- DW 005.P.01(I) REF. NO. DW 005.P.01(I) PROJECT REF. - DART+ WEST
- DW 005.P.01(J) REF. NO. DW 005.P.01(J) PROJECT REF. - DART+ WEST
- DW 005.P.01(K) REF. NO. DW 005.P.01(K) PROJECT REF. - DART+ WEST
- DW 005.P.01(L) REF. NO. DW 005.P.01(L) PROJECT REF. - DART+ WEST
- DW 005.P.01(M) REF. NO. DW 005.P.01(M) PROJECT REF. - DART+ WEST
- DW 005.P.01(N) REF. NO. DW 005.P.01(N) PROJECT REF. - DART+ WEST
- DW 005.P.01(O) REF. NO. DW 005.P.01(O) PROJECT REF. - DART+ WEST
- DW 005.P.01(P) REF. NO. DW 005.P.01(P) PROJECT REF. - DART+ WEST
- DW 005.P.01(Q) REF. NO. DW 005.P.01(Q) PROJECT REF. - DART+ WEST
- DW 005.P.01(R) REF. NO. DW 005.P.01(R) PROJECT REF. - DART+ WEST
- DW 005.P.01(S) REF. NO. DW 005.P.01(S) PROJECT REF. - DART+ WEST
- DW 005.P.01(T) REF. NO. DW 005.P.01(T) PROJECT REF. - DART+ WEST
- DW 005.P.01(U) REF. NO. DW 005.P.01(U) PROJECT REF. - DART+ WEST
- DW 005.P.01(V) REF. NO. DW 005.P.01(V) PROJECT REF. - DART+ WEST
- DW 005.P.01(W) REF. NO. DW 005.P.01(W) PROJECT REF. - DART+ WEST
- DW 005.P.01(X) REF. NO. DW 005.P.01(X) PROJECT REF. - DART+ WEST
- DW 005.P.01(Y) REF. NO. DW 005.P.01(Y) PROJECT REF. - DART+ WEST
- DW 005.P.01(Z) REF. NO. DW 005.P.01(Z) PROJECT REF. - DART+ WEST

SUBSTANTIUM LAND ACQUISITION REFERENCE

- DW 005.S.01(A) REF. NO. DW 005.S.01(A) PROJECT REF. - DART+ WEST
- DW 005.S.01(B) REF. NO. DW 005.S.01(B) PROJECT REF. - DART+ WEST
- DW 005.S.01(C) REF. NO. DW 005.S.01(C) PROJECT REF. - DART+ WEST
- DW 005.S.01(D) REF. NO. DW 005.S.01(D) PROJECT REF. - DART+ WEST
- DW 005.S.01(E) REF. NO. DW 005.S.01(E) PROJECT REF. - DART+ WEST
- DW 005.S.01(F) REF. NO. DW 005.S.01(F) PROJECT REF. - DART+ WEST
- DW 005.S.01(G) REF. NO. DW 005.S.01(G) PROJECT REF. - DART+ WEST
- DW 005.S.01(H) REF. NO. DW 005.S.01(H) PROJECT REF. - DART+ WEST
- DW 005.S.01(I) REF. NO. DW 005.S.01(I) PROJECT REF. - DART+ WEST
- DW 005.S.01(J) REF. NO. DW 005.S.01(J) PROJECT REF. - DART+ WEST
- DW 005.S.01(K) REF. NO. DW 005.S.01(K) PROJECT REF. - DART+ WEST
- DW 005.S.01(L) REF. NO. DW 005.S.01(L) PROJECT REF. - DART+ WEST
- DW 005.S.01(M) REF. NO. DW 005.S.01(M) PROJECT REF. - DART+ WEST
- DW 005.S.01(N) REF. NO. DW 005.S.01(N) PROJECT REF. - DART+ WEST
- DW 005.S.01(O) REF. NO. DW 005.S.01(O) PROJECT REF. - DART+ WEST
- DW 005.S.01(P) REF. NO. DW 005.S.01(P) PROJECT REF. - DART+ WEST
- DW 005.S.01(Q) REF. NO. DW 005.S.01(Q) PROJECT REF. - DART+ WEST
- DW 005.S.01(R) REF. NO. DW 005.S.01(R) PROJECT REF. - DART+ WEST
- DW 005.S.01(S) REF. NO. DW 005.S.01(S) PROJECT REF. - DART+ WEST
- DW 005.S.01(T) REF. NO. DW 005.S.01(T) PROJECT REF. - DART+ WEST
- DW 005.S.01(U) REF. NO. DW 005.S.01(U) PROJECT REF. - DART+ WEST
- DW 005.S.01(V) REF. NO. DW 005.S.01(V) PROJECT REF. - DART+ WEST
- DW 005.S.01(W) REF. NO. DW 005.S.01(W) PROJECT REF. - DART+ WEST
- DW 005.S.01(X) REF. NO. DW 005.S.01(X) PROJECT REF. - DART+ WEST
- DW 005.S.01(Y) REF. NO. DW 005.S.01(Y) PROJECT REF. - DART+ WEST
- DW 005.S.01(Z) REF. NO. DW 005.S.01(Z) PROJECT REF. - DART+ WEST

TEMPORARY LAND ACQUISITION REFERENCE

- DW 005.T.01(A) REF. NO. DW 005.T.01(A) PROJECT REF. - DART+ WEST
- DW 005.T.01(B) REF. NO. DW 005.T.01(B) PROJECT REF. - DART+ WEST
- DW 005.T.01(C) REF. NO. DW 005.T.01(C) PROJECT REF. - DART+ WEST
- DW 005.T.01(D) REF. NO. DW 005.T.01(D) PROJECT REF. - DART+ WEST
- DW 005.T.01(E) REF. NO. DW 005.T.01(E) PROJECT REF. - DART+ WEST
- DW 005.T.01(F) REF. NO. DW 005.T.01(F) PROJECT REF. - DART+ WEST
- DW 005.T.01(G) REF. NO. DW 005.T.01(G) PROJECT REF. - DART+ WEST
- DW 005.T.01(H) REF. NO. DW 005.T.01(H) PROJECT REF. - DART+ WEST
- DW 005.T.01(I) REF. NO. DW 005.T.01(I) PROJECT REF. - DART+ WEST
- DW 005.T.01(J) REF. NO. DW 005.T.01(J) PROJECT REF. - DART+ WEST
- DW 005.T.01(K) REF. NO. DW 005.T.01(K) PROJECT REF. - DART+ WEST
- DW 005.T.01(L) REF. NO. DW 005.T.01(L) PROJECT REF. - DART+ WEST
- DW 005.T.01(M) REF. NO. DW 005.T.01(M) PROJECT REF. - DART+ WEST
- DW 005.T.01(N) REF. NO. DW 005.T.01(N) PROJECT REF. - DART+ WEST
- DW 005.T.01(O) REF. NO. DW 005.T.01(O) PROJECT REF. - DART+ WEST
- DW 005.T.01(P) REF. NO. DW 005.T.01(P) PROJECT REF. - DART+ WEST
- DW 005.T.01(Q) REF. NO. DW 005.T.01(Q) PROJECT REF. - DART+ WEST
- DW 005.T.01(R) REF. NO. DW 005.T.01(R) PROJECT REF. - DART+ WEST
- DW 005.T.01(S) REF. NO. DW 005.T.01(S) PROJECT REF. - DART+ WEST
- DW 005.T.01(T) REF. NO. DW 005.T.01(T) PROJECT REF. - DART+ WEST
- DW 005.T.01(U) REF. NO. DW 005.T.01(U) PROJECT REF. - DART+ WEST
- DW 005.T.01(V) REF. NO. DW 005.T.01(V) PROJECT REF. - DART+ WEST
- DW 005.T.01(W) REF. NO. DW 005.T.01(W) PROJECT REF. - DART+ WEST
- DW 005.T.01(X) REF. NO. DW 005.T.01(X) PROJECT REF. - DART+ WEST
- DW 005.T.01(Y) REF. NO. DW 005.T.01(Y) PROJECT REF. - DART+ WEST
- DW 005.T.01(Z) REF. NO. DW 005.T.01(Z) PROJECT REF. - DART+ WEST

RIGHTS OF WAY TO BE ACQUIRED

- DW 005.R.01 REF. NO. DW 005.R.01 PROJECT REF. - DART+ WEST
- DW 005.R.02 REF. NO. DW 005.R.02 PROJECT REF. - DART+ WEST
- DW 005.R.03 REF. NO. DW 005.R.03 PROJECT REF. - DART+ WEST
- DW 005.R.04 REF. NO. DW 005.R.04 PROJECT REF. - DART+ WEST
- DW 005.R.05 REF. NO. DW 005.R.05 PROJECT REF. - DART+ WEST
- DW 005.R.06 REF. NO. DW 005.R.06 PROJECT REF. - DART+ WEST
- DW 005.R.07 REF. NO. DW 005.R.07 PROJECT REF. - DART+ WEST
- DW 005.R.08 REF. NO. DW 005.R.08 PROJECT REF. - DART+ WEST
- DW 005.R.09 REF. NO. DW 005.R.09 PROJECT REF. - DART+ WEST
- DW 005.R.10 REF. NO. DW 005.R.10 PROJECT REF. - DART+ WEST
- DW 005.R.11 REF. NO. DW 005.R.11 PROJECT REF. - DART+ WEST
- DW 005.R.12 REF. NO. DW 005.R.12 PROJECT REF. - DART+ WEST
- DW 005.R.13 REF. NO. DW 005.R.13 PROJECT REF. - DART+ WEST
- DW 005.R.14 REF. NO. DW 005.R.14 PROJECT REF. - DART+ WEST
- DW 005.R.15 REF. NO. DW 005.R.15 PROJECT REF. - DART+ WEST
- DW 005.R.16 REF. NO. DW 005.R.16 PROJECT REF. - DART+ WEST
- DW 005.R.17 REF. NO. DW 005.R.17 PROJECT REF. - DART+ WEST
- DW 005.R.18 REF. NO. DW 005.R.18 PROJECT REF. - DART+ WEST
- DW 005.R.19 REF. NO. DW 005.R.19 PROJECT REF. - DART+ WEST
- DW 005.R.20 REF. NO. DW 005.R.20 PROJECT REF. - DART+ WEST
- DW 005.R.21 REF. NO. DW 005.R.21 PROJECT REF. - DART+ WEST
- DW 005.R.22 REF. NO. DW 005.R.22 PROJECT REF. - DART+ WEST
- DW 005.R.23 REF. NO. DW 005.R.23 PROJECT REF. - DART+ WEST
- DW 005.R.24 REF. NO. DW 005.R.24 PROJECT REF. - DART+ WEST
- DW 005.R.25 REF. NO. DW 005.R.25 PROJECT REF. - DART+ WEST
- DW 005.R.26 REF. NO. DW 005.R.26 PROJECT REF. - DART+ WEST
- DW 005.R.27 REF. NO. DW 005.R.27 PROJECT REF. - DART+ WEST
- DW 005.R.28 REF. NO. DW 005.R.28 PROJECT REF. - DART+ WEST
- DW 005.R.29 REF. NO. DW 005.R.29 PROJECT REF. - DART+ WEST
- DW 005.R.30 REF. NO. DW 005.R.30 PROJECT REF. - DART+ WEST

RIGHTS OF WAY TO BE EXTINGUISHED OR INTERRUPTED REFERENCE

- DW 005.E.01 REF. NO. DW 005.E.01 PROJECT REF. - DART+ WEST
- DW 005.E.02 REF. NO. DW 005.E.02 PROJECT REF. - DART+ WEST
- DW 005.E.03 REF. NO. DW 005.E.03 PROJECT REF. - DART+ WEST
- DW 005.E.04 REF. NO. DW 005.E.04 PROJECT REF. - DART+ WEST
- DW 005.E.05 REF. NO. DW 005.E.05 PROJECT REF. - DART+ WEST
- DW 005.E.06 REF. NO. DW 005.E.06 PROJECT REF. - DART+ WEST
- DW 005.E.07 REF. NO. DW 005.E.07 PROJECT REF. - DART+ WEST
- DW 005.E.08 REF. NO. DW 005.E.08 PROJECT REF. - DART+ WEST
- DW 005.E.09 REF. NO. DW 005.E.09 PROJECT REF. - DART+ WEST
- DW 005.E.10 REF. NO. DW 005.E.10 PROJECT REF. - DART+ WEST
- DW 005.E.11 REF. NO. DW 005.E.11 PROJECT REF. - DART+ WEST
- DW 005.E.12 REF. NO. DW 005.E.12 PROJECT REF. - DART+ WEST
- DW 005.E.13 REF. NO. DW 005.E.13 PROJECT REF. - DART+ WEST
- DW 005.E.14 REF. NO. DW 005.E.14 PROJECT REF. - DART+ WEST
- DW 005.E.15 REF. NO. DW 005.E.15 PROJECT REF. - DART+ WEST
- DW 005.E.16 REF. NO. DW 005.E.16 PROJECT REF. - DART+ WEST
- DW 005.E.17 REF. NO. DW 005.E.17 PROJECT REF. - DART+ WEST
- DW 005.E.18 REF. NO. DW 005.E.18 PROJECT REF. - DART+ WEST
- DW 005.E.19 REF. NO. DW 005.E.19 PROJECT REF. - DART+ WEST
- DW 005.E.20 REF. NO. DW 005.E.20 PROJECT REF. - DART+ WEST
- DW 005.E.21 REF. NO. DW 005.E.21 PROJECT REF. - DART+ WEST
- DW 005.E.22 REF. NO. DW 005.E.22 PROJECT REF. - DART+ WEST
- DW 005.E.23 REF. NO. DW 005.E.23 PROJECT REF. - DART+ WEST
- DW 005.E.24 REF. NO. DW 005.E.24 PROJECT REF. - DART+ WEST
- DW 005.E.25 REF. NO. DW 005.E.25 PROJECT REF. - DART+ WEST
- DW 005.E.26 REF. NO. DW 005.E.26 PROJECT REF. - DART+ WEST
- DW 005.E.27 REF. NO. DW 005.E.27 PROJECT REF. - DART+ WEST
- DW 005.E.28 REF. NO. DW 005.E.28 PROJECT REF. - DART+ WEST
- DW 005.E.29 REF. NO. DW 005.E.29 PROJECT REF. - DART+ WEST
- DW 005.E.30 REF. NO. DW 005.E.30 PROJECT REF. - DART+ WEST

© Crown Copyright 2011. This drawing is a reproduction of the original drawing and is not to be used for any other purpose without the express written consent of the copyright owner. All rights reserved. No part of this drawing may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of the copyright owner. All other rights reserved. This drawing is a reproduction of the original drawing and is not to be used for any other purpose without the express written consent of the copyright owner. All rights reserved. No part of this drawing may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of the copyright owner. All other rights reserved.

KEY PLAN



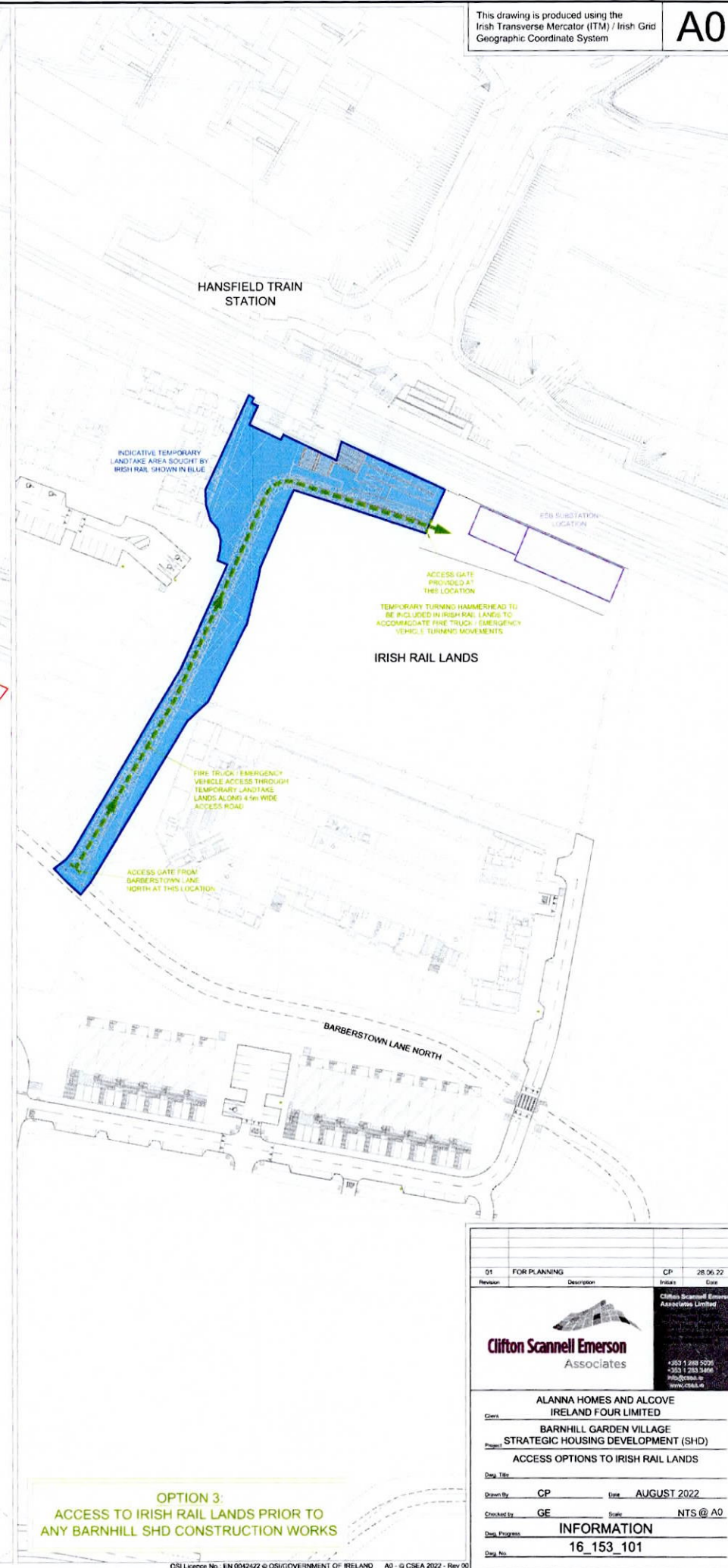
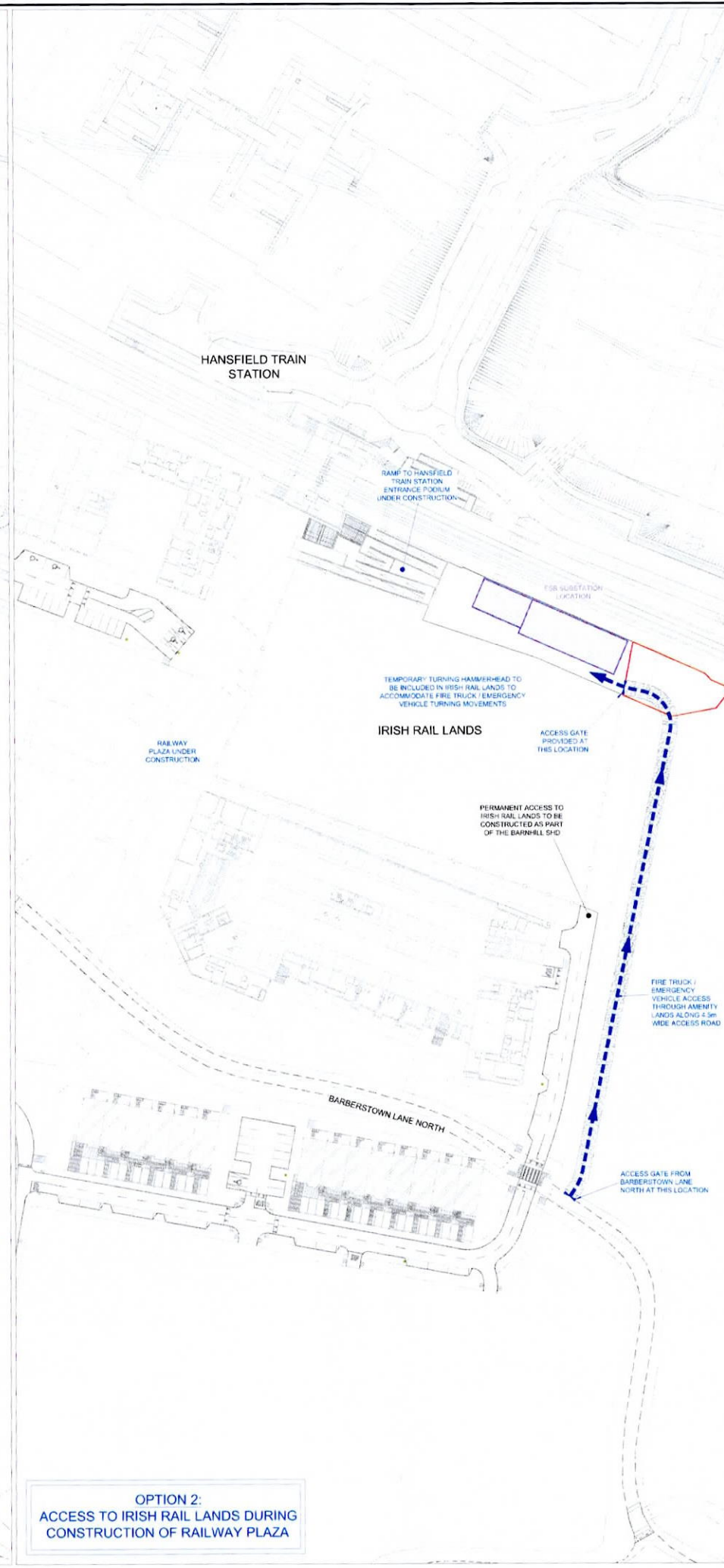
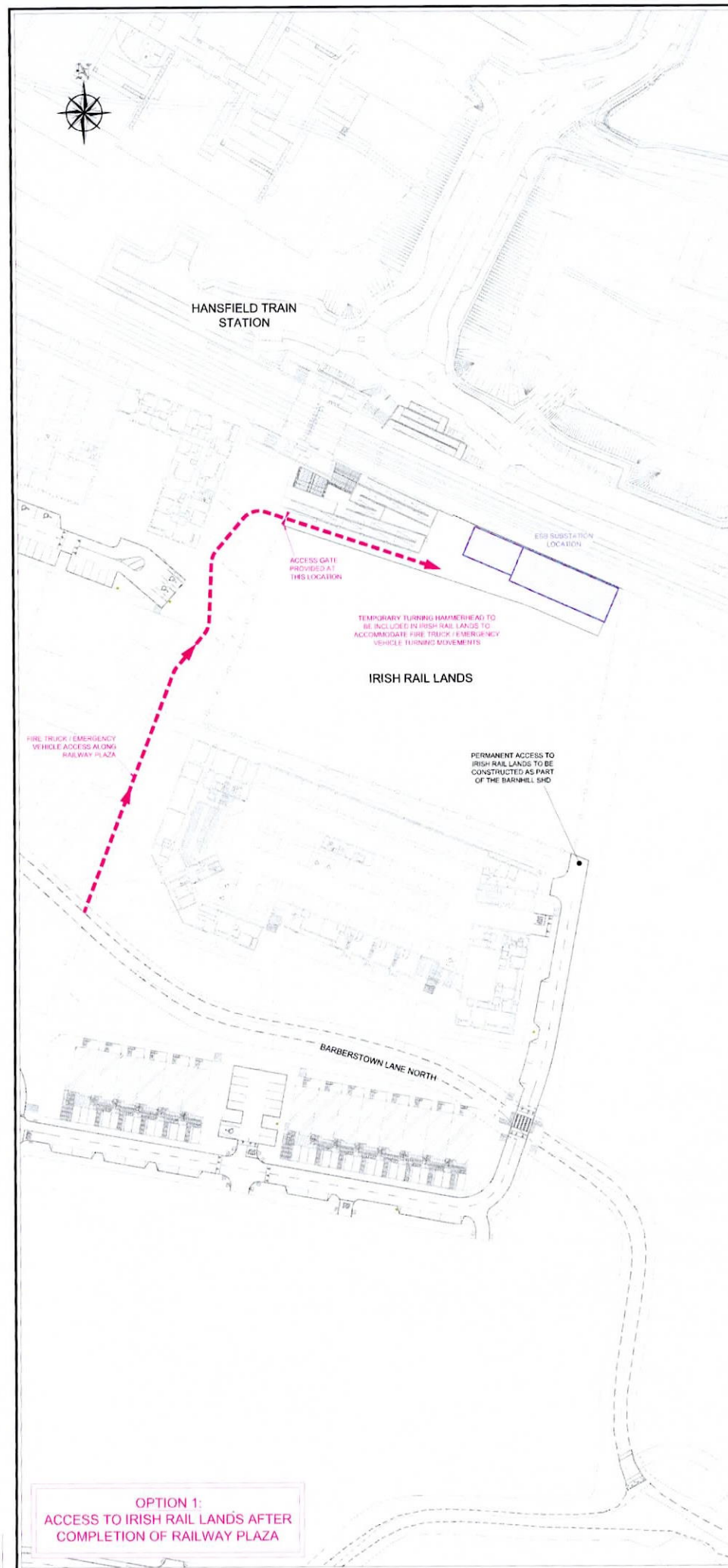
Client: CIE, Iarnród Éireann, Irish Rail

Project: DART+ West

Drawn By: LA, Checked By: MH, Approved By: MH

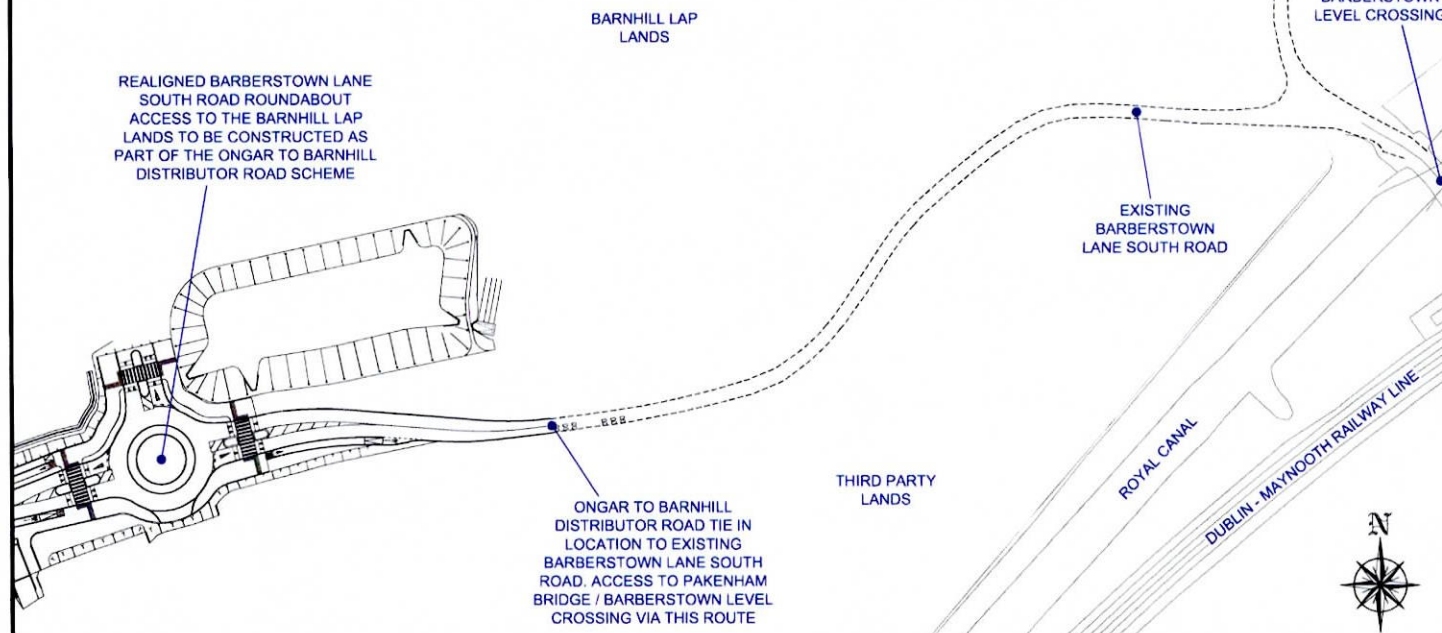
Scale: 1:1250 (@ A0), Date: May 2022

Area No: 018, Plan No: PROPERTY PLAN NO: DW.018

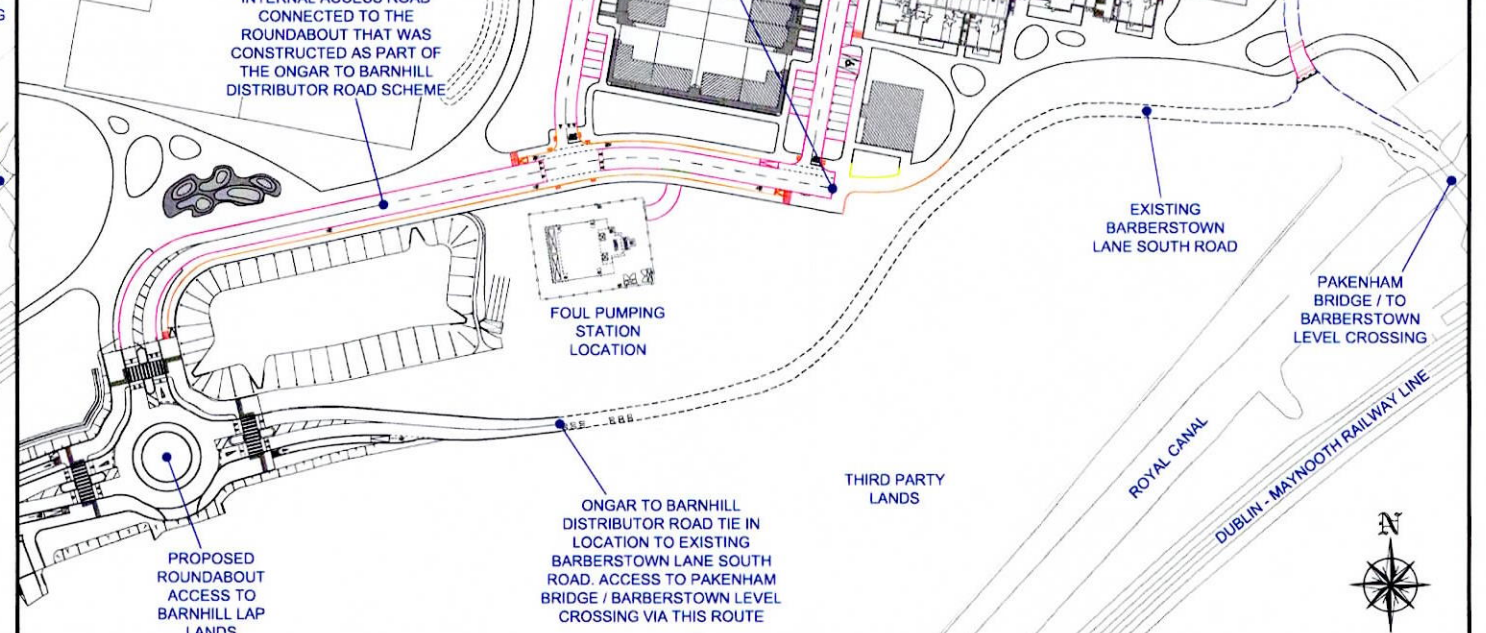


01	FOR PLANNING	CP	28.06.22
Revision	Description	Initials	Date
ALANNA HOMES AND ALCOVE IRELAND FOUR LIMITED BARNHILL GARDEN VILLAGE STRATEGIC HOUSING DEVELOPMENT (SHD) ACCESS OPTIONS TO IRISH RAIL LANDS			
Drawn By	CP	Date	AUGUST 2022
Checked by	GE	Scale	NTS @ A0
Drawn By	INFORMATION		
Draw No.	16_153_101		

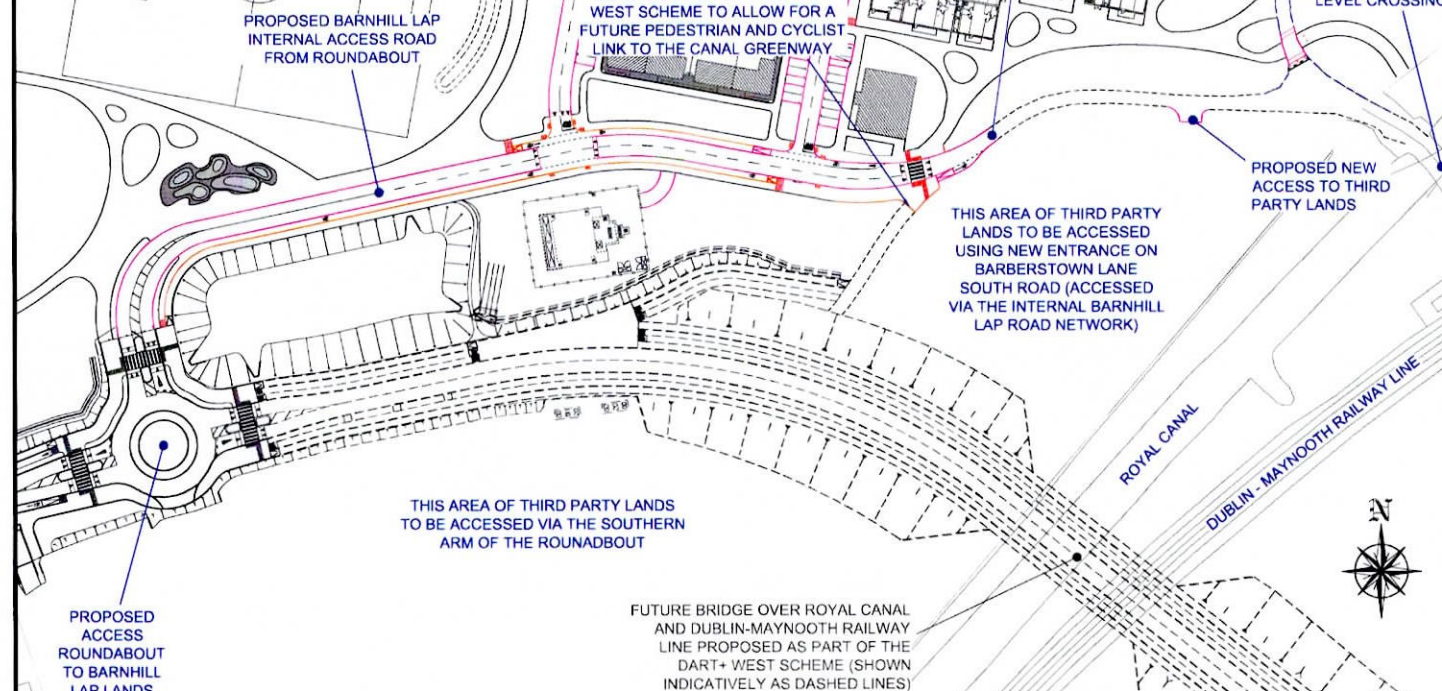
STAGE 1: Completion of the Realigned Barberstown Lane South Road as Part of the Ongar to Barnhill Distributor Road Scheme by Fingal County Council
Scale - 1:1000



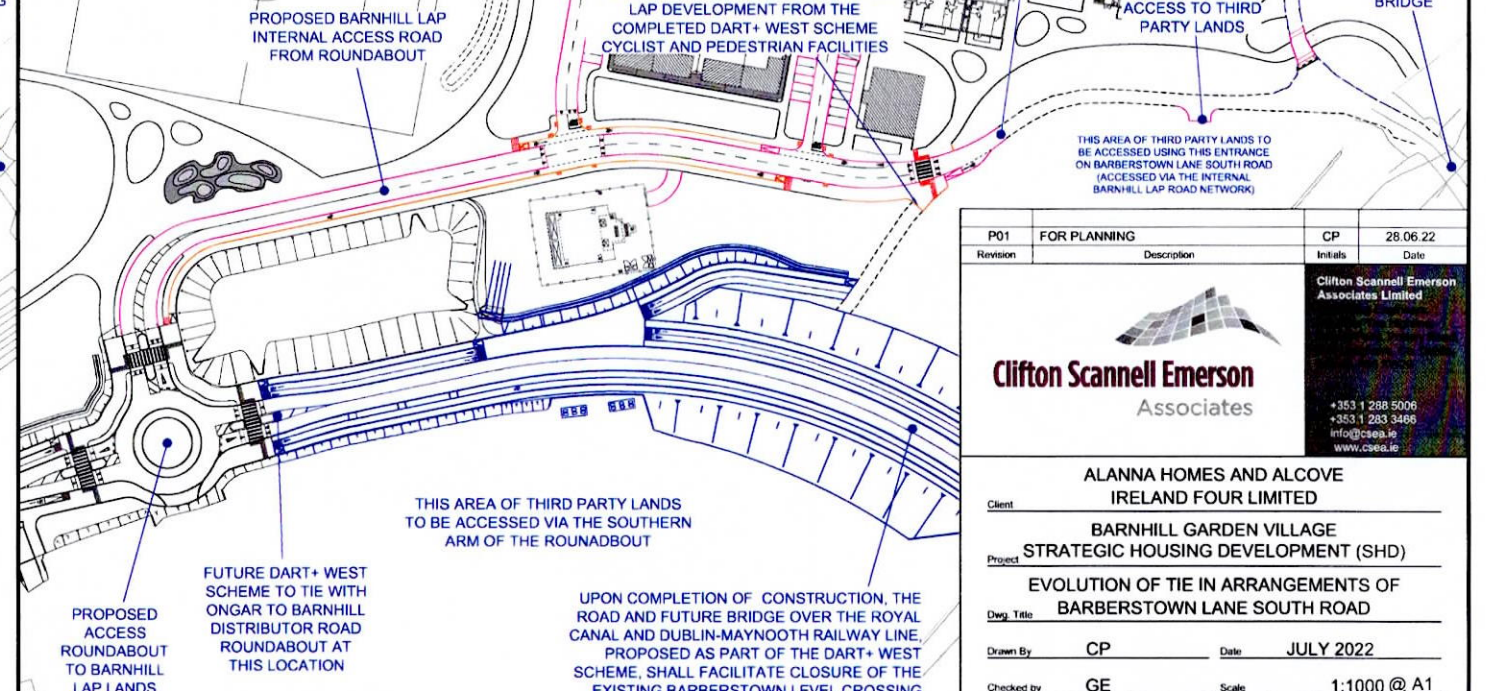
STAGE 2: Proposed Internal Barnhill LAP Road Network to Connect with Roundabout Access
Scale - 1:1000



STAGE 3: Barnhill LAP Internal Road Tie in with the Existing Barberstown Lane South Road Prior to the Start of Construction of the Future Dart+ West Scheme
Scale - 1:1000



STAGE 4: Future Road Infrastructure Upon Completion of Construction of the Dart+ West Scheme
Scale - 1:1000



P01	FOR PLANNING	CP	28.06.22
Revision	Description	Initials	Date
ALANNA HOMES AND ALCOVE IRELAND FOUR LIMITED BARNHILL GARDEN VILLAGE STRATEGIC HOUSING DEVELOPMENT (SHD) EVOLUTION OF TIE IN ARRANGEMENTS OF BARBERSTOWN LANE SOUTH ROAD			
Client			
Project			
Dwg. Title			
Drawn By	CP	Date	JULY 2022
Checked by	GE	Scale	1:1000 @ A1
Dwg. Progress	PLANNING		
Dwg. No.	16_053_034		