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**Fitzsimons Doyle
& Associates**



An Bord Pleanála
64 Marlborough St,
Rotunda,
Dublin 1,
D01 V902

Date: 3rd October 2022

Our Ref: 22/5297

AN BORD PLEANALA	
LDG-	<u>057867-22</u>
ABP-	
05 OCT 2022	
Fee: €	<u>50</u> Type: <u>Cheque</u>
Time:	By: <u>post</u>

**RE: DART+ West Project and Peter Joseph and Eimer Fallon
Lands in the townland of Ballycurraghan Maynooth Co Kildare**

Dear Sirs,

We act for Peter J Fallon and Eimer Fallon, owners of land adjacent to the proposed extension of the Irish Rail Network at their lands adjoining the Fallon's land.

On their behalf we wish to lodge an observation and objection to the granting of planning permission for the DART+ West Railway application. We enclose herewith the statutory fee of €50.00.

Location

For the purposes of clarification of the above we are enclosing the site location maps of DART+ West numbers 37-41.

We are also enclosing the Land Registry Map for Folio KE613365F (C54KE) for the Fallon's land and a site location map.

History and Development of Fallon's Land

In 2008, Peter Fallon bought the lands at Ballcurraghan Maynooth for the specific purpose of developing an equine centre for the rearing and treatment of thoroughbred horses. His daughter Eimer attended university and obtained a degree of Bachelor of Science in Equine Science. Since graduating Eimer went on to train with the most prestigious stud farms in Ireland and abroad including the United Kingdom, Saudi Arabia and the United Arab Emirates. Eimer is now recognized as an accomplished Equine Veterinarian Specialist and her services are much sought after. She is currently working in Saudi Arabia.

From the outset it was Peter and Eimer Fallon's intention that she would set up an equine centre in Ballycurraghan and continue her career there until retirement.

In order to achieve this Peter Fallon has set about improving the lands at Ballycurraghan. Installing fencing and drainage, clearing and replanting of grass lands, commencement of construction of;

- (A) An American type barn comprising of 8 No Horse boxes, tack room and feed store
- (B) Erection of hayshed and covered dung shed and all associated site works
The above works have received planning permission from Kildare County Council.
- (C) In addition, they have applied for planning permission for a new residence on the lands for Eimer Fallon Planning Ref No 082141 This was refused by Kildare County Council however following additional advice received from a planning consultant it is intended to re-apply for the planning permission for the replacement of the temporary residential unit on the site. This unit has been on site for many years and the planning consultants are confident that planning permission will be forthcoming.

From these matters shown above you can see that the lands at Ballycurraghan are intended for the home and employment of Eimer Fallon. Not only will the intended lands give employment to Eimer, it is intended that 3 to 4 other equine employment positions will be created by the Equine Centre.

Effects of DART+ West Depot on Ballycurraghan

The development of the DART+ West Rail System is an admirable and progressive project which Peter and Eimer Fallon have no objection to in principle. It is the fact that the siting of the 'Depot' or marshalling yard for the railway system is located right next to their lands.

No account has been taken by Irish Rail or their consultants to try to mitigate the effects of the location of the 'Depot' adjacent to the paddocks and fields used for equine purposes by the Fallons.

No consultation took place with the Fallons as to the use of their lands and the possible effects of

- (1) the 'Depot'
- (2) the addition of rail traffic
- (3) the new road traffic
- (4) the marshalling yard

Environment

The rearing and medical treatment of thoroughbred horses requires a quiet and tranquil environment.

The proximity of the 'Depot' to the Fallons land will give rise to

- (1) Noise
- (2) Flashing lights
- (3) Pollution and flooding
- (4) Security problems
- (5) Unpleasant environment for future residence
- (6) Problems of housing of horses and extra nursing and attention

1 - Noise

The disturbance can be broken down into two categories:

- (1) Construction Noise
- (2) Operation Noise

Construction Noise

There are heavy civil engineering works required to complete the infrastructures of the 'Depot' as outlined in drawings No 37-41 and the Railway Order Book of Reference No 39-40 (copy enclosed).

There is the construction of the new bridge and road access of the R.148 existing road. The road access to the 'Depot' is located adjacent to the North East corner of Fallons Paddock as shown on drawing 'Works Layout Plan No WP39'.

The entrance roadway to the marshalling yard and the yard tracks are opposite the paddock. There will be considerable excavation works and the importation of ballast, tracks and overhead structures. The extract from the Book of References outlines a very large and industrialised construction which will create serious noise and disruption to the Equine Centre.

Operational Noise

The 'Depot' is an offset from the tracks of the main line. The choice of the location of the 'Depot' adjacent to the equine centre is unfortunate. The operation facility of the 'Depot' is directly opposite the Fallons Paddock Ref 39.8.

The permanent compound and storage material for the 'Depot' is also closely opposite the Fallons Paddock Ref 39.14 and 39.15.

Thus the noise of lighting, transporting and stacking of ballast, heavy steel beams and construction equipment and machinery will be a constant and indefinite operation thus causing noise and disruption to the Equine Centre.

Flashing Lights

The disruption and disturbance from flashing lights can be from two sources

- (1) Construction of 'Depot'
- (2) Operation of 'Depot'

Construction

The lights from construction equipment will cause flashes and constant illumination during twilight hours. In construction times the flashing lights will occur during commissioning.

Cars and construction equipment travelling over the bridge will have headlight beams directed at the paddocks.

Cars and construction equipment entering and exiting the 'Depot' will travel along the roadway adjacent to the paddocks with lights flashing.

Operation

The trains entering the 'Depot' will travel in an East to West/West to East direction entering and leaving the 'Depot'. Thus there will be over head operational lighting particularly at the control centre Ref 39.8 and 39.9.

The trains stopping and starting will give rise to flashes. This operation is directly opposite the North West corner of the Fallons Paddock.

Pollution and Flooding

The construction of the 'Depot' will give rise to pollution from rising dust, airborne dust and infiltration of the Water Systems and the natural drainage of the site and the adjoining lands. This can be broken down into two categories also

- (1) Construction
- (2) Operational

Construction Pollution and Flooding

The construction of the 'Depot' adjacent to the Fallons Paddock will give rise to pollution of their lands and air from air borne dust.

The location of the largest of four compounds directly opposite the Fallons Paddock will create the most intense pollution. The hauling in of the ballast for the marshalling yard and the spreading and compacting of hardcore for road works, tracks and buildings will cause serious air pollution. Construction works will also cause dust.

The stream which runs along the boundary of Fallon's North boundary is particularly vulnerable and horses will have to be prevented from using this stream for drinking water. Fresh water will have to be delivered to the paddocks on a regular basis during construction.

The wastewater from the construction site will have to be treated and it is not clear from the drawings how this will be achieved.

Operation Pollution and Flooding

The operation of the 'Depot' with trains coming and going on a constant basis in a confined site will give rise to air borne dust from ballast and the general environment of the 'Depot'. The size of the attenuation tank appears to be small and there does not seem to be sufficient volume provided for the run off of the industrial use of the 'Depot' compared to the existing normal run off of agricultural lands ie the capacity of the attenuation tank is too small.

Security

The opening up of the Northern boundary and exposing it to a public road raises the problem of security of the paddocks on Fallon's land.

The Northern boundary is not open to a public road where additional security will have to be provided by inserting a 2.4 meter fence along the boundary and for a distance south on each of the East and West boundaries.

Security cameras will be required to protect high value mares and fous grazing in the paddocks.

Unpleasant Environment for Future Residence

It is intended to construct a substantial residence of approximately 250 m² to the holding to house Eimer Fallon and her future family. The romantic aspect and residential enjoyment of the site will be destroyed by the construction of the 'Depot' and an environment of a heavy industrialised railway depot will be substituted for the open clear and unobtrusive views and aspect of the present country environment. This will greatly reduce the value and enjoyment of the holding.

Problems of housing of horses and extra nursing facilities

The reality of the construction and operation of the 'Depot' for the DART+ West railway system is that the locating of the 'Depot' adjacent to and directly opposite the Northern boundary of the Fallons land make it no longer viable for the operation of the equine centre.

The probability of horses bolting and stampeding from noise and light flashes poses a serious risk to animals of high value.

The intended customers for the Equine Centre will be discouraged from using it for fear of injury to their animals.

The provision of insurance for the operation will become an impossible task or if available will be an uneconomical cost.

The Fallons are asking the Bord to request Irish Rail to find an alternative location for the 'Depot'. If this cannot be achieved they will have no alternative but to seek compensation for the injurious effect caused to their lands and their business. They will suffer it's impending closure as a result of the future operation of the DART+ West System.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'John Doyle', written over the printed name.

John Doyle Eur.Ing. C.Eng. MIEI F.Cons EI
Chartered Engineer



Railway Order Book of Reference Schedules

July 2022

EXTRACT RELEVANT TO
PETER & EMMER FALLON



Tionscadal Éireann
Project Ireland
2040



Iarnród Éireann
Irish Rail

List of Abbreviations

Abbreviation	Meaning
ASP	Auxiliary supply points for Low voltage
CCE	Chief Civil Engineer
CCTV	Closed Circuit Television
CIÉ	Córas Iompair Éireann
CME	Chief Mechanical Engineer
CMS	Cable management system
CWR	Continuous welded rail
DART	Dublin Area Rapid Transport (IE's Electrified Network)
DC	Direct current
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EMU	Electric Multiple Unit
ESB	Electricity Supply Board
ESBN	ESB Network
FLU	Full length unit
GAA	Gaelic Athletic Association
GDA	Great Dublin Area
GSM	Global System for Mobile communications
GSM-R	GSM – Railway
GSWR	Great Southern & Western Railway
HGV	Heavy goods vehicle
HV	High voltage
HVAC	Heating, Ventilation, Air conditioning
IE	Iarnród Éireann/Irish Rail
IR	Iarnród Éireann/Irish Rail
IW	Irish Water

Abbreviation	Meaning
MEP	Mechanical, Electrical, Plumbing
MSDC	Main Storage & Distribution Centre
MGWR	Midland Great Western Railway
NIAH	National Inventory of Architectural Heritage
NTA	National Transport Authority
NTCC	National Train Control Centre
OCC	Operational Control Centre
OHLE	Overhead Line Equipment
OSD	Over station development
PPT	Phoenix Park Tunnel
PSP	Principal Supply points
RO	Railway Order
RRV	Rail road vehicle
RS	Rolling Stock
SCADA	Supervisory Control And Data Acquisition
SDZ	Strategic Development Zone
SEB	Signalling Equipment Buildings
SET	Signalling, Electrical, Telecommunication
SP	Security Purpose
SUDS	Sustainable urban drainage system
TER	Telecommunications Equipment Rooms
TII	Transport Infrastructure Ireland
TOR	Top of Rail
TPHPD	Trains Per Hour Per Direction
TSS	Train Service Specification

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Second Schedule - Part 4	Airspace which maybe acquired
Third Schedule	Substratum land which may be acquired
Fourth Schedule	Land of which temporary possession may be taken
Fifth Schedule	Land over which Public Rights of Way or Other Easements may be acquired
Sixth Schedule	Public Rights, including Public Rights of Way which may be extinguished
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Ninth Schedule	New roads including public roads and bridges which may be constructed
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Thirteenth Schedule	Agreements (including agreements with local authorities)

SCHEDULE 1
Railway works and works
authorised by this Order

RELEVANT To FALLONS.

EXTRACT.

- Provision of twin track rail line between Maynooth Station and the proposed maintenance depot along with realignment of the rail line to the south of Jackson's Bridge
- Road realignment of the R148 regional road, west of Jackson's Bridge, a bridge over the canal and rail, new junctions and construction of new link roads to the depot and to the L5041 local road, south of Jackson's Bridge
- Provision of a new train maintenance depot between Maynooth and Kilcock
- Provision of excavated flood compensations areas between Maynooth and Kilcock
- Alteration of 220kV ESB line west of Maynooth
- Proposed temporary main storage & distribution centre off the R122 northwest of Dublin Airport

This Schedule 1 is intended to be read in conjunction with the Plan of the Railway Works - the referenced Railway Works Drawings (which includes Property Details Drawings, Alignment Details Drawings and Structural Details Drawings) which set out more particularly the railway works and which form part of this Railway Order.

39. Railway Order – Sheet 39 (29.0 – 30.0km)

Works No.	Description	Drawing No.
39.1	Realignment of R148 west of Jackson's Bridge south of the existing R148 with two roundabouts and a new bridge (OBG23A) over the rail and canal linking to realigned L5041 south of the rail line. Existing R148 to be broken up and removed, where no longer required. Provision of separate road access to the depot and connection to the existing road network (R148 and L5041) and new roundabouts north and south of the bridge.	• WP039
39.2	Demolition of an existing farm access bridge (OBG24) west of the proposed new bridge (OBG23A) including demolition of existing bridge over the canal and bridge over the greenway	• WP039
39.3	<p>A new CCE (Chief Civil Engineering) Compound to the eastern side of the depot. The CCE Compound is to provide storage areas for ballast, and track elements such as sleepers, rails, space to stable maintenance vehicles, and accommodation and facilities for maintenance workers.</p> <p>The CCE Compound building is in the southern part of the complex and adjacent to the road entrance, provided with parking spaces on its western side. Dimensions of this building are 33m x 19m with a height of 5m.</p>	• WP039
39.4	Construction of attenuation pond to manage runoff from depot and associated works.	• WP039
39.5	Provision of flood compensatory storage areas, to manage displaced flood waters and flood risk impacts on the existing drainage regime due to hydraulic constraints.	• WP039
39.6	Provision of a depot located on agricultural lands between Maynooth and Kilcock, parallel to the mainline with two railway connections to the mainline and road access from R148 over a length of approximately 2.5 km and up to 260m in width	• WP039
39.7	Provision of drainage systems two attenuation ponds to cater for treatment and attenuation of runoff from the depot and other proposed infrastructure.	• WP039

Works No.	Description	Drawing No.
39.8	Provision of an access control building close to the depot entrance gate to provide security control for the access/egress to the depot facilities. Building dimensions (W x L x H): 5.0m x 5.0m x 3.0m.	• WP039
39.9	Provision of an electrical Traction Substation adjacent to the access control building. Fencing and provision of pedestrian and road access from the main road. Building dimensions (W x L x H): 10.0m x 30.0m x 5.0m.	• WP039
39.10	Internal access roads within depot	• WP039
39.11	Provision of a service slab enclosed building with open eastern and western facades to allow trains to pass to the facility. The southern margin of the building contains the staff amenities and the technical rooms and equipment. There is staff access to the building by the road and pedestrian paths to the south side of the building. Building dimensions (W x L x H): 23.7m x 184.0m x 9.0m	• WP039
39.12	Provision of an automatic washing plant AWP at the depot entrance, in the main access route for the trains which have passed through the AVI facility. The AWP dimensions are 42m long and 9.5m wide. The AWP has an adjacent control room for the control panel, equipment and tanks. Staff access to the building by the road and pedestrian paths to the facility's south side. The road has sufficient capacity at the eastern part to allow HGVs to manoeuvre when making deliveries within the AWP and the service slab area.	• WP039
39.13	Automatic Vehicle Inspection facility	• WP039
39.14	Prepare the sites and compounds initially by constructing safety fencing or hoarding as required, undertaking site clearance/demolition or diversion/protection works and excavating to formation level for all works.	• WP039
39.15	Establish construction sites and compounds at four locations including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP039
39.16	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP039

Works No.	Description	Drawing No.
39.17	Provide traffic management measures in the vicinity of the construction sites, including temporary road closures, removal of parking spaces, redirection of traffic in the area and making good any damage to the roadway.	• WP039
39.18	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP039
39.19	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP039

40. Railway Order - Sheet 40 (30.0 – 31.0km)

Works No.	Description	Drawing No.
40.1	Provision of a main depot building in the southern part of the complex, parallel to the stabling yard, comprised of three main areas. i. The northern side for drivers and cleaners' facilities is proposed to be accessed by an underpass corridor from the main lobby of the building. ii. The central part of the building consists of the maintenance shed with all the maintenance tracks and train access from both sides of the building. iii. The southern part of the building with the workshops, storage, administration, and staff amenities.	• WP040
40.2	Provision of a carpark of 125 vehicles for staff and visitors in the main parking area close to the main building.	• WP040
40.3	Future provision for a second automatic washing facilities building and automatic vehicle inspections facilities building	• WP040
40.4	Provision of a space reserved for a recreational area with trees, landscaping, benches, and walking paths on the western side of the facility.	• WP040
40.5	Provision of unloading bay for train carriages, with an exterior yard of 34.0m x 110.0m for the manoeuvring of delivery vehicles.	• WP040
40.6	Provision of a stabling area parallel to the main building and the test track. The dimensions are 354m in length and 82.5m in width. The length of the stabling area is designed for berthing two FLU (F ull L ength U nits or 10-car units) with additional aprons at both sides of concrete slab track to allow the pass of vehicles. The stabling yard is composed of a ballast track and platforms for accessing the trains.	• WP040
40.7	Provision of an emergency access connecting to Branganstown Road/ Connaught Street.	• WP040
40.8	Provision of flood compensatory storage areas, to manage displaced flood waters and flood risk impacts on the existing drainage regime due to hydraulic constraints.	• WP040
40.9	Realignment of existing stream to the south of the depot	• WP040
40.10	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP040

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41. Railway Order - Sheet 41 (31.0 – 32.0km)

Works No.	Description	Drawing No.
41.1	Provision of a single carriageway access road for emergency use to the depot with junction onto local Branganstown Road/ Connaught Street. Road lining and signage provided to indicate the presence/location of the new private junction for road users.	• WP041
41.2	Construction of railway platform and test track section	• WP041
41.3	Construction of a low-voltage principal supply point building and signalling equipment building near the proposed emergency access.	• WP041
41.4	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP041
41.5	Provide traffic management measures in the vicinity of the construction sites, including temporary road closures, removal of parking spaces, redirection of traffic in the area and making good any damage to the roadway.	• WP041
41.6	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP041

42. Railway Order - Sheet 42 (MSDC 6.0- 7.0km, offset)

Works No.	Description	Drawing No.
42.1	A main storage and distribution centre (MSDC) is required to provide materials to the construction compounds that will be located along the line, reducing the required local storage space. The site is the Breffni Group property located off the R122 in the townland of Ballyhack, north of Corrstown Golf Club and approximately 6km north-west of Dublin Airport. The proposed compound will cover approximately 3.9HA of the existing site.	• WP042
42.2	The new surfacing to be constructed using gravel, concrete and blacktop (tarmac) surface materials. Some existing areas to be retained. A new proposed yard to be constructed using concrete surfacing.	• WP042
42.3	Landscaping works will comprise a combination of existing landscaped banks and newly planted areas.	• WP042
42.4	Access to the MSDC and surrounding properties from the R122 regional road will be maintained.	• WP042
42.5	A new proposed storage building will be constructed towards the east of the existing building.	• WP042
42.6	Existing attenuation storage ponds for overflow drainage will be retained.	• WP042
42.7	Temporary offices, workshops, hardstanding and sheds to be provided for the assembly, storage and management of materials and plant for the construction of the project	• WP042

40. Railway Order - Sheet 40 (30.0 – 31.0km)

Works No.	Description	Drawing No.
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40.5	Provision of unloading bay for train carriages, with an exterior yard of 34.0m x 110.0m for the manoeuvring of delivery vehicles.	• WP040
40.6	Provision of a stabling area parallel to the main building and the test track. The dimensions are 354m in length and 82.5m in width. The length of the stabling area is designed for berthing two FLU (Full Length Units or 10-car units) with additional aprons at both sides of concrete slab track to allow the pass of vehicles. The stabling yard is composed of a ballast track and platforms for accessing the trains.	• WP040
40.7	Provision of an emergency access connecting to Branganstown Road/ Connaught Street.	• WP040
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The Property Registration Authority
An tÚdarás Clárúcháin Maoine

Land Registry Sealed and Certified Copy Folio (& Filed Plan)

JOHN J. CROSS
11 AN CROIS
ALLENWOOD
NAAS
CO. KILDARE

This page forms part of the official document. Do not detach.

Folio Number: KE61336F
Application Number: P2020LR061733T
Your Reference: Ms Fallon

This document comprises an office copy of the Land Registry record for the above mentioned folio/filed plan as of the date appearing.

Details of **dealings pending** (if any) on the enclosed folio/filed plan are listed in the **Schedule** below.

An officer duly authorised by the Property Registration Authority.

Schedule



Notes:

1. Filed plans should be read in conjunction with the Register. The description of the land in the Register or on the filed plan is not conclusive as to the boundaries or extent of the land (see Section 85 of the Registration of Title Act 1964, as substituted by Section 62 of the Registration of Deeds and Title Act, 2006).
2. Filed plans greater than A3 in size may be provided as separate A3 tiles with an overlap and print gutter. When aligning the tiled sheets, customers are advised to use the underlying topographical detail.
3. On receipt of this record, please check to verify that all the details contained therein are correct. If this is not the case, please return the document to the Property Registration Authority immediately.

Land Registry**County Kildare****Folio 61336F****Register of Ownership of Freehold Land****Part 1 (A) - The Property**

Note: Unless a note to the contrary appears, neither the description of land in the register nor its identification by reference to the Registry Map is conclusive as to boundaries or extent

No.	For parts transferred see Part 1(B) Description	Official Notes
1	<p>The property shown coloured Red as plan(s) C54KE on the Registry Map, situate in the Townland of BALLYCURRAGHAN, in the Barony of SALT NORTH, in the Electoral Division of MAYNOOTH.</p> <p>The Registration does not extend to the mines and minerals</p> <p>D2013LR036128G: The location of the seedpoint for Plan C54KE has been revised in accordance with Deed of Rectification dated 26th October 2012.</p>	From Folio KE1120N

Land Registry

County Kildare

Folio 61336F

Part 1(B) - Property
Parts Transferred

[illegible]

Land Registry

County Kildare

Folio 61336F

Part 2 - Ownership

Title ABSOLUTE

No.	The devolution of the property is subject to the provisions of Part II of the Succession Act, 1965
1	<div data-bbox="177 750 1365 818">24-NOV-2008 PETER J FALLON of 10 Airfield Road, Rathgar, Dublin 6 is full owner. D2008KW021316E</div>

Land Registry**County Kildare****Folio 61336F****Part 3 - Burdens and Notices of Burdens**

No.	Particulars

690960 mE, 738190 mN

The Property
Registration Authority
An tÚdarás
Clárúcháin Maoine



Folio: KE61336F

This map should be read in conjunction with the folio.

Registry maps are based on OSi topographic mapping. Where registry maps are printed at a scale that is larger than the OSi published scale, accuracy is limited to that of the original OSi map scale.

For details of the terms of use and limitations as to scale, accuracy and other conditions relating to Land Registry maps, see www.pral.ie.

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(centre-line of parcel(s) edged)

— Freehold

— Leasehold

— SubLeasehold



Burdens (may not all be represented on map)

— Right of Way / Wayleave

— Turbary

— Pipeline

○ Well

● Pump

■ Septic Tank

▽ Soak Pit

A full list of burdens and their symbology can be found at:
www.landdirect.ie

The registry operates a non-conclusive boundary system. The Registry Map identifies properties not boundaries meaning neither the description of land in a register nor its identification by reference to a registry map is conclusive as to the boundaries or extent. (see Section 85 of the Registration of Title Act, 1964). As inserted by Section 62 of the Registration of Deed and Title Act 2006.



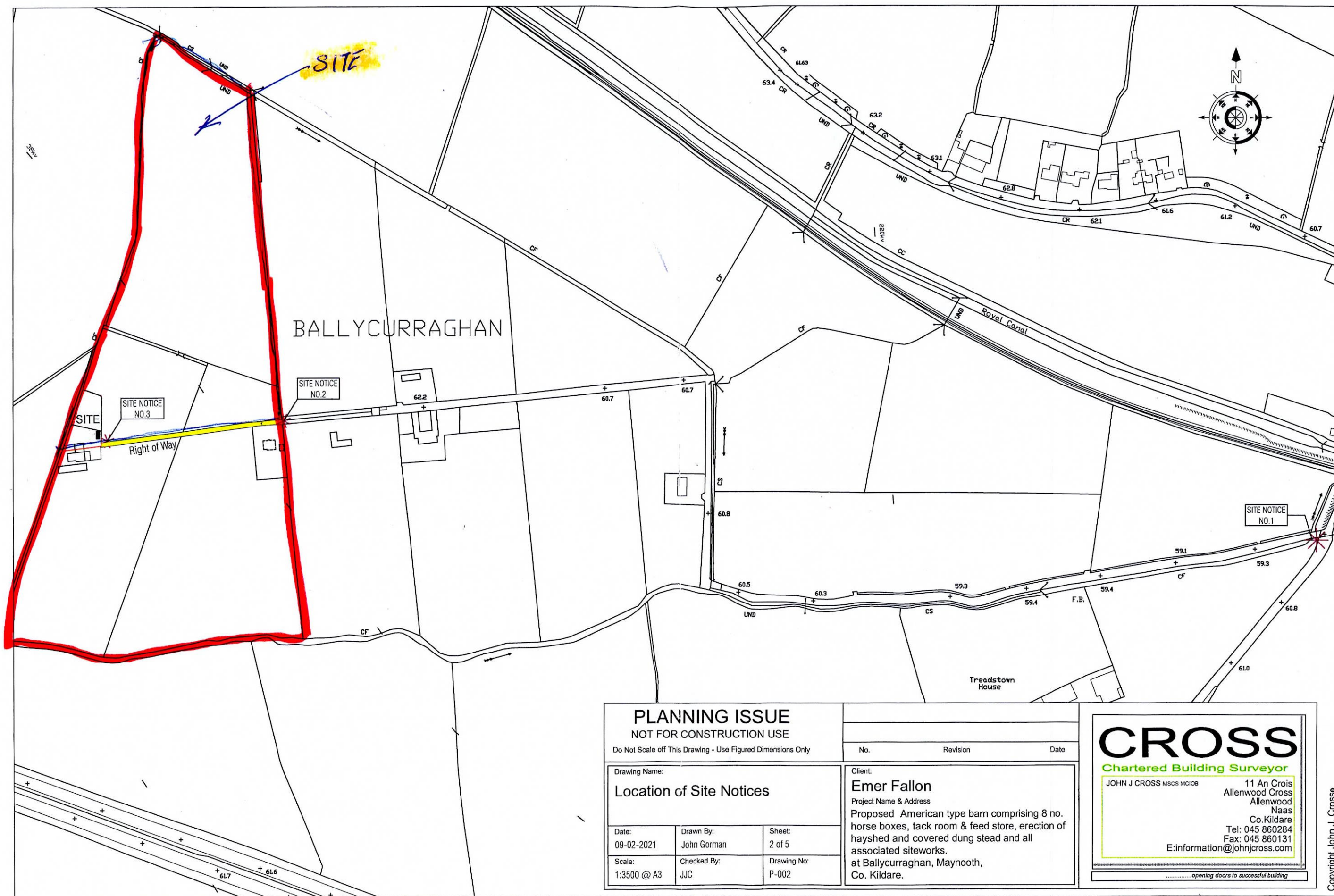
690160 mE, 737540 mN
Date Printed: 24/08/2020

Creation Date: 24 August 2020 12:16:16

Application Number: P2020LR061733T

1:2500 Scale





PLANNING ISSUE		
NOT FOR CONSTRUCTION USE		
Do Not Scale off This Drawing - Use Figured Dimensions Only		
Drawing Name: Location of Site Notices		
Date: 09-02-2021	Drawn By: John Gorman	Sheet: 2 of 5
Scale: 1:3500 @ A3	Checked By: JJC	Drawing No: P-002
Client: Emer Fallon Project Name & Address Proposed American type barn comprising 8 no. horse boxes, tack room & feed store, erection of hayshed and covered dung stead and all associated siteworks. at Ballycurraghan, Maynooth, Co. Kildare.		

CROSS

Chartered Building Surveyor

JOHN J CROSS MSCS MCIOB

11 An Crois
Allenwood Cross
Allenwood
Naas
Co. Kildare
Tel: 045 860284
Fax: 045 860131
E: information@johnjcross.com

opening doors to successful building

WORKS LAYOUT PLAN

CH 27km - CH 28km
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 RAILWAY ORDER PLANS
- PROJECT CHAINAGE IS IN KILOMETRES (km)

LEGEND

- 5.1 REFER TO SCHEDULE 1 FOR DETAILS
- DEVELOPMENT BOUNDARY
- EXISTING RAILWAY
- NEW TRACK & ELECTRIFICATION
- PROPOSED RAILWAY ELECTRIFICATION
- PROPOSED TRACK ALIG. MODIF. & ELECTRIFICATION
- PROPOSED TRACK ALIG. MODIF. NOT ELECTRIFIED
- DISCONNECT TRACK
- RAILWAY STATION MODIFIED
- RAILWAY STATION EXISTING
- RAILWAY STATION NEW
- TEMPORARY ACCESS
- PERMANENT CONSTRUCTION COMPOUND
- CONSTRUCTION COMPOUND
- FLOOD COMPENSATORY STORAGE AREA
- PARAPET HEIGHTENING
- WALL HEIGHTENING
- EXISTING ACCESS POINTS
- EXISTING TRACK ACCESS POINTS
- NEW ACCESS POINTS
- NEW TRACK ACCESS POINTS
- SET BUILDINGS (SUB-STATION, ESB, SEB, PSP, TER, DNO, 10kV & THP)
- OHLE - PROPOSED SINGLE TRACK CANTILEVER (Refer to drawing MAY-MDC-GEN-ROUT-DR-Z-0005 for details)
- OHLE - PROPOSED TWIN TRACK CANTILEVER (Refer to drawing MAY-MDC-GEN-ROUT-DR-Z-0005 for details)
- OHLE - PROPOSED MULTI TRACK GANTRY (Refer to drawing MAY-MDC-GEN-ROUT-DR-Z-0005 for details)

ALL WORKING LAYOUT PLAN DRAWINGS TO BE READ IN CONJUNCTION WITH SCHEDULE 1 OF THE RAILWAY ORDER

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KEY PLAN



Client			
Project			
Drawn By	LA	Checked By	MH
Scale	1:1250 (@A0)	Date	May 2022
Drawn No.	037	Works Layout Plan No.	WP037

WORKS LAYOUT PLAN
CH 28km - CH 29km
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 RAILWAY ORDER PLANS
2. PROJECT CHAINAGE IS IN KILOMETRES (km)

LEGEND

- | 5.1 | | REFER TO SCHEDULE 1 FOR DETAILS |
|-----|--|---------------------------------|
| | DEVELOPMENT BOUNDARY | |
| | EXISTING RAILWAY | |
| | NEW TRACK & ELECTRIFICATION | |
| | PROPOSED RAILWAY ELECTRIFICATION | |
| | PROPOSED TRACK ALIG. MODIF. & ELECTRIFICATION | |
| | PROPOSED TRACK ALIG. MODIF. NOT ELECTRIFIED | |
| | DISCONNECT TRACK | |
| | RAILWAY STATION MODIFIED | |
| | RAILWAY STATION EXISTING | |
| | RAILWAY STATION NEW | |
| | TEMPORARY ACCESS | |
| | PERMANENT CONSTRUCTION COMPOUND | |
| | CONSTRUCTION COMPOUND | |
| | FLOOD COMPENSATORY STORAGE AREA | |
| | PARAPET HEIGHTENING | |
| | WALL HEIGHTENING | |
| | EXISTING ACCESS POINTS | |
| | EXISTING TRACK ACCESS POINTS | |
| | NEW ACCESS POINTS | |
| | NEW TRACK ACCESS POINTS | |
| | SET BUILDINGS
(SUB-STATION, ESS, SEB, PSP, TER, DNO, 10kv & THP) | |
| | OHLE - PROPOSED SINGLE TRACK CANTILEVER
(Refer to drawing MAY-MDC-GEN-ROUT-DR-Z-0005 for details) | |
| | OHLE - PROPOSED TWIN TRACK CANTILEVER
(Refer to drawing MAY-MDC-GEN-ROUT-DR-Z-0005 for details) | |
| | OHLE - PROPOSED MULTI-GEN-ROUT GANTRY
(Refer to drawing MAY-MDC-GEN-ROUT-DR-Z-0005 for details) | |

ALL WORKING LAYOUT PLAN DRAWINGS
TO BE READ IN CONJUNCTION WITH
SCHEDULE 1 OF THE RAILWAY ORDER

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Survey No. 00000000 (OSI Aerial Data) or (OSI Aerial Data) & Survey No. 00000000 (OSI Aerial Data) or (OSI Aerial Data).

All elevations are in metres and relate to OSI Geoid Model (OSG2002) Mean Head as defined by levelling Project Control.

All Coordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSI as a GPS station Tullamore College (TULL).

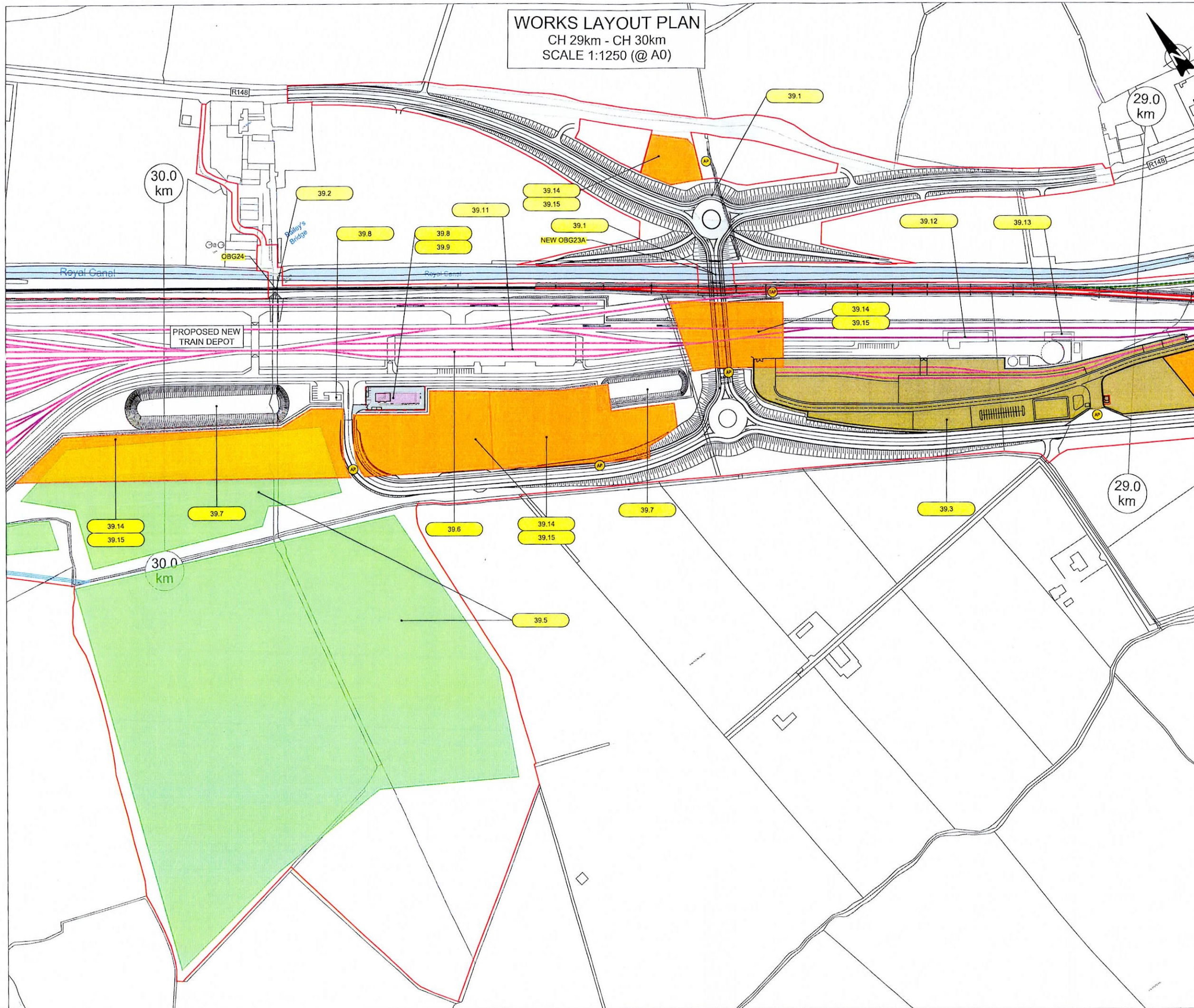
KEY PLAN



Client			
  Iarnród Éireann Irish Rail			
Project			
 DART+ West			
Drawn By	LA	Checked By	MH
Approved By		Approved By	MH
Date	1:1250 (@A0)	Date	May 2022
Title No. 038		Plan No. WORKS LAYOUT PLAN NO. WP038	

WORKS LAYOUT PLAN

CH 29km - CH 30km
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 RAILWAY ORDER PLANS
- PROJECT CHAINAGE IS IN KILOMETRES (km)

LEGEND

- 5.1 REFER TO SCHEDULE 1 FOR DETAILS
- DEVELOPMENT BOUNDARY
- EXISTING RAILWAY
- NEW TRACK & ELECTRIFICATION
- PROPOSED RAILWAY ELECTRIFICATION
- PROPOSED TRACK ALIG. MODIF. & ELECTRIFICATION
- PROPOSED TRACK ALIG. MODIF. NOT ELECTRIFIED
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- RAILWAY STATION NEW
- TEMPORARY ACCESS
- PERMANENT CONSTRUCTION COMPOUND
- CONSTRUCTION COMPOUND
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- PARAPET HEIGHTENING
- WALL HEIGHTENING
- EXISTING ACCESS POINTS
- EXISTING TRACK ACCESS POINTS
- NEW ACCESS POINTS
- NEW TRACK ACCESS POINTS
- SET BUILDINGS (SUB-STATION, ESB, PSP, TER, DNO, 10kv & THP)
- CHLE - PROPOSED SINGLE TRACK CANTILEVER (Refer to drawing MAY-MDC-GEN-ROUT-DR-Z-0005 for details)
- CHLE - PROPOSED TWIN TRACK CANTILEVER (Refer to drawing MAY-MDC-GEN-ROUT-DR-Z-0005 for details)
- CHLE - PROPOSED MULTI TRACK GENTRY (Refer to drawing MAY-MDC-GEN-ROUT-DR-Z-0005 for details)

ALL WORKING LAYOUT PLAN DRAWINGS TO BE READ IN CONJUNCTION WITH SCHEDULE 1 OF THE RAILWAY ORDER

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Client:

Project:

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

Scale: 1:1250 (@A0) DATE: May 2022

Plan No: 039 WORKS LAYOUT PLAN NO. WP039

WORKS LAYOUT PLAN

CH 30km - CH 31km
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 RAILWAY ORDER PLANS
2.	PROJECT CHAINAGE IS IN KILOMETRES (km)
LEGEND	
5.1	REFER TO SCHEDULE 1 FOR DETAILS
	DEVELOPMENT BOUNDARY
	EXISTING RAILWAY
	NEW TRACK & ELECTRIFICATION
	PROPOSED RAILWAY ELECTRIFICATION
	PROPOSED TRACK ALIG. MODIF. & ELECTRIFICATION
	PROPOSED TRACK ALIG. MODIF. NOT ELECTRIFIED
	DISCONNECT TRACK
	RAILWAY STATION MODIFIED
	RAILWAY STATION EXISTING
	RAILWAY STATION NEW
	TEMPORARY ACCESS
	PERMANENT CONSTRUCTION COMPOUND
	CONSTRUCTION COMPOUND
	FLOOD COMPENSATORY STORAGE AREA
	PARAPET HEIGHTENING
	WALL HEIGHTENING
	EXISTING ACCESS POINTS
	EXISTING TRACK ACCESS POINTS
	NEW ACCESS POINTS
	NEW TRACK ACCESS POINTS
	SET BUILDINGS (SUB-STATION, ESB, SEB, PSP, TER, DNO, 10kv & THP)
	OHLE - PROPOSED SINGLE TRACK CANTILEVER (Refer to drawing MAY-MDC-GEN-ROUT-DR-Z-0005 for details)
	OHLE - PROPOSED TWIN TRACK CANTILEVER (Refer to drawing MAY-MDC-GEN-ROUT-DR-Z-0005 for details)
	OHLE - PROPOSED MULTI TRACK GANTRY (Refer to drawing MAY-MDC-GEN-ROUT-DR-Z-0005 for details)

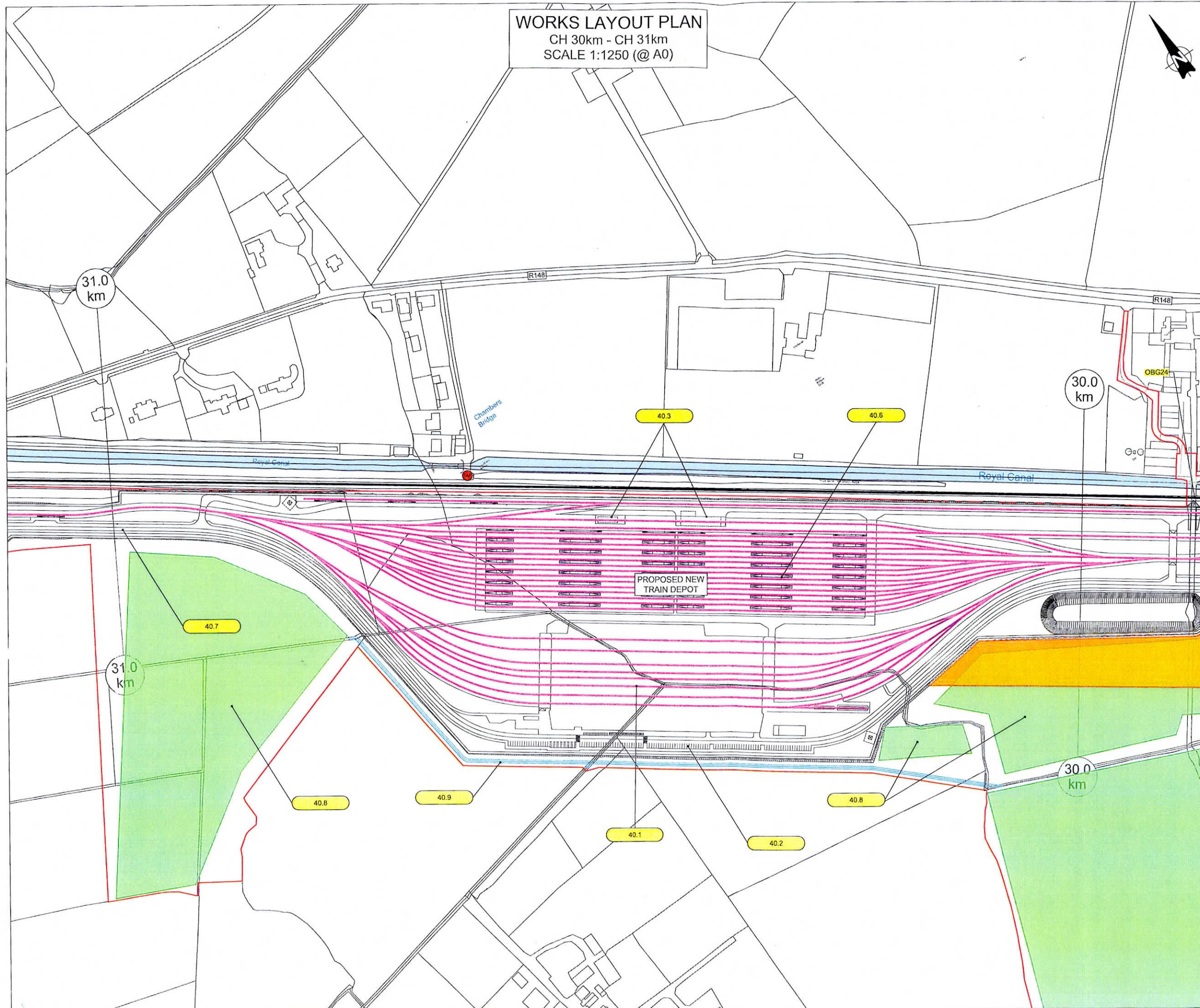
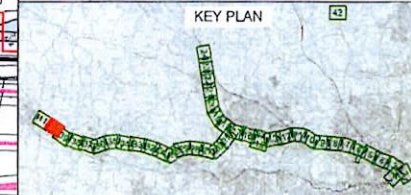
ALL WORKING LAYOUT PLAN DRAWINGS TO BE READ IN CONJUNCTION WITH SCHEDULE 1 OF THE RAILWAY ORDER

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All other drawings are in metric and unless stated otherwise (e.g. 1:1250) shall be read as metric by the drawing project control.

All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OS with a GDA datum. (OS datum is not used).



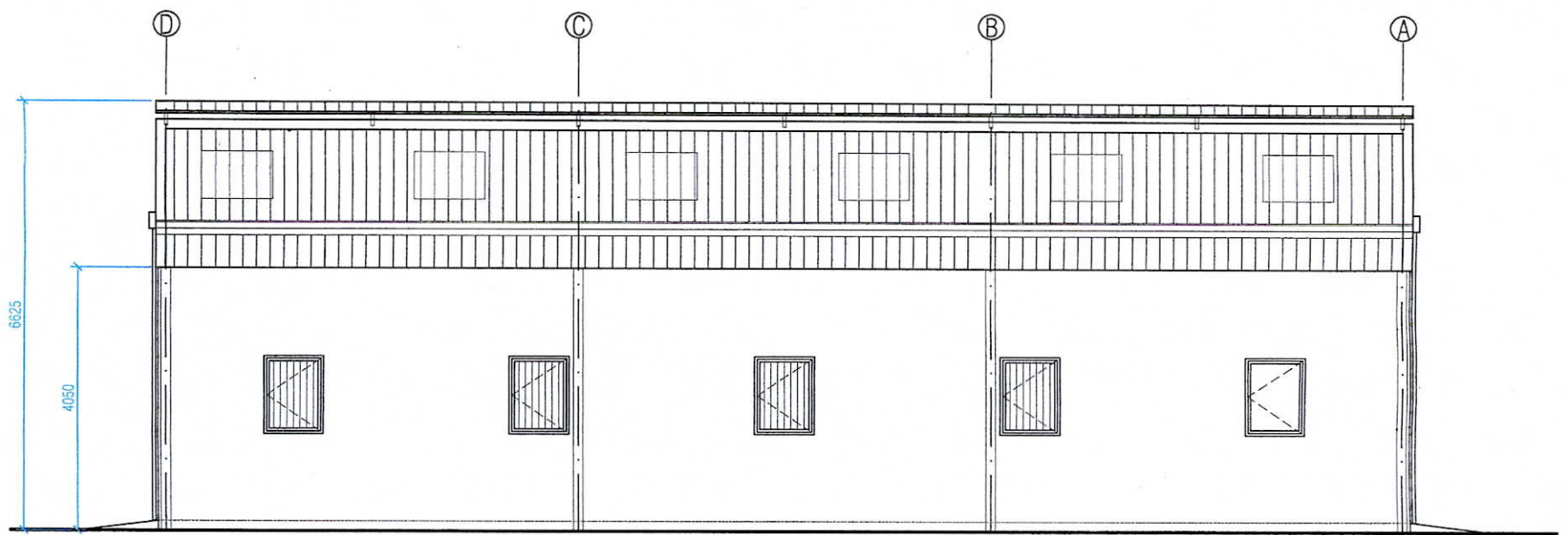
Client		
Project		
Drawn By	LA	Checked By
Scale	1:1250 (@A0)	Date
Area No.	040	Page No.
WORKS LAYOUT PLAN NO. WP040		

SCALE 1:1250 (@ A0)

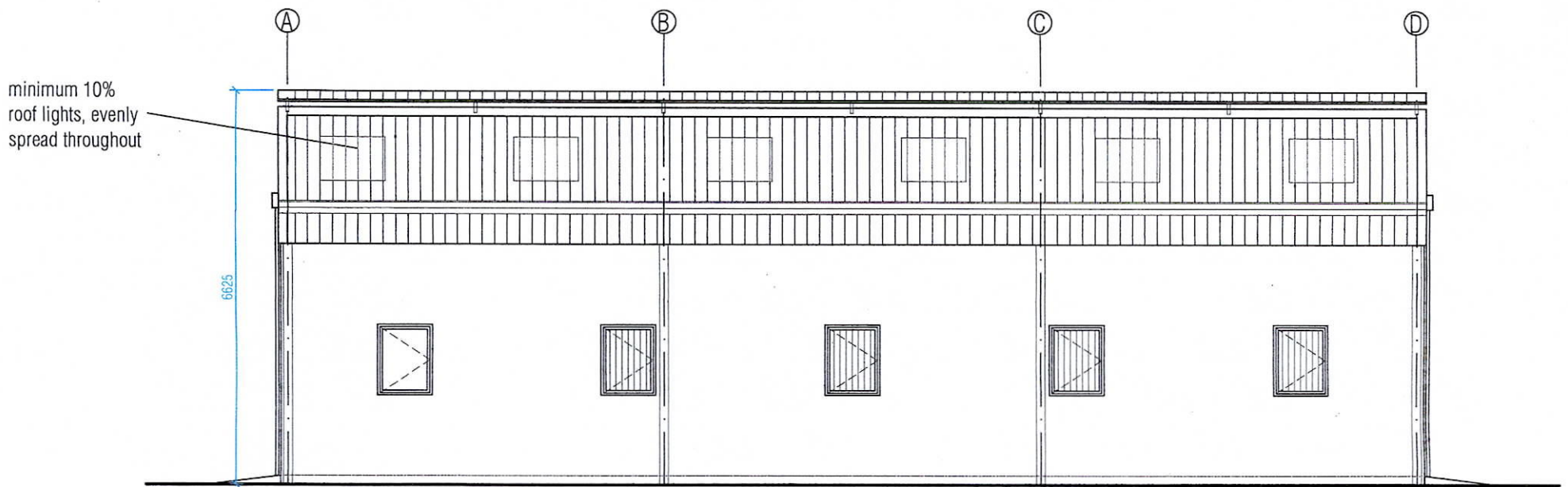
SCALE 1:1250 (@ A0)

SCALE 1:1250 (@ A0)

Client		
  Iarnród Éireann Irish Rail		
Project		
  DART+ West		
Drawn By	Checked By	Approved By
LA	MH	MH
Scale:	Date:	
1:1250 (@A0)	May 2022	
Area No: 041 Plan No: WORKS LAYOUT PLAN NO. WP041		

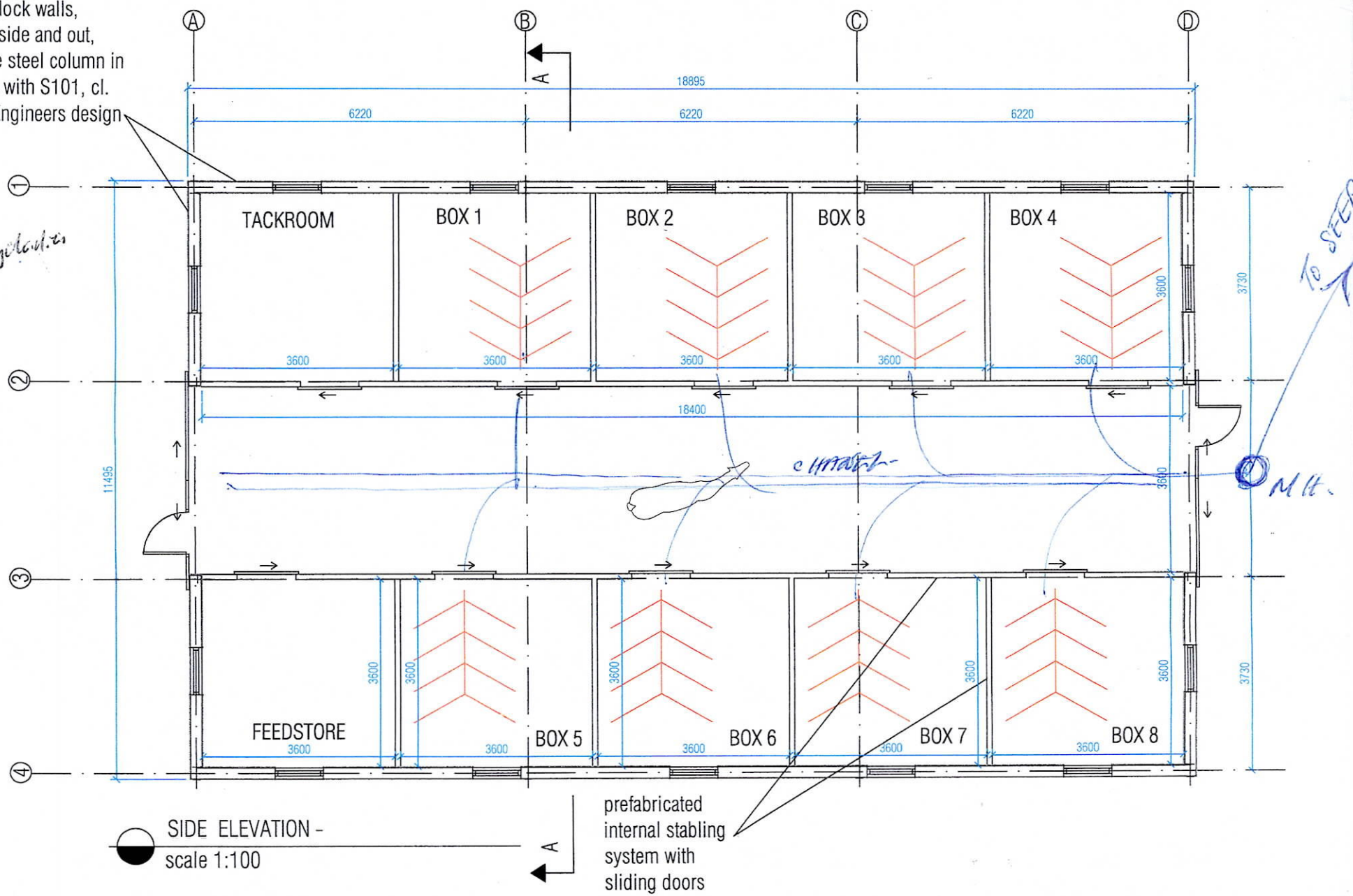


SIDE ELEVATION (NORTH WEST)
scale 1:100

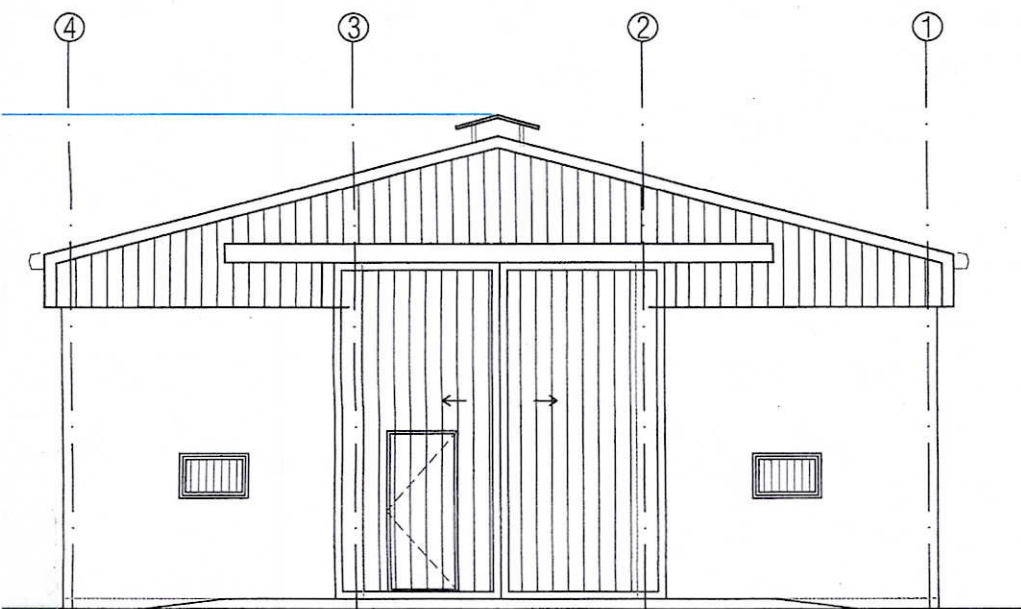


SIDE ELEVATION (SOUTH EAST)
scale 1:100

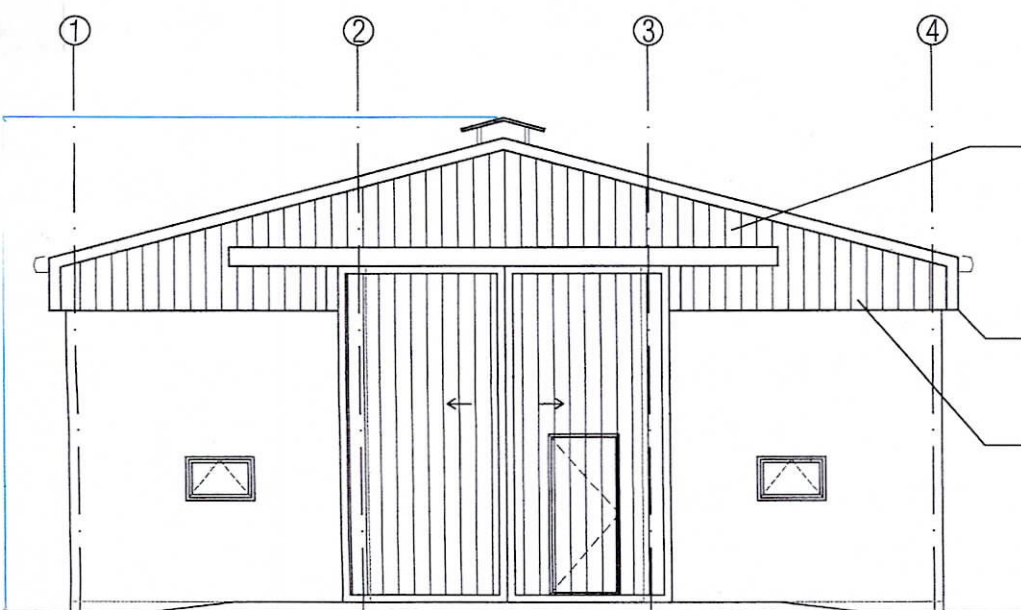
215 solid block walls,
rendered inside and out,
tied into the steel column in
accordance with S101, cl.
B9.6 or to Engineers design



SIDE ELEVATION -
scale 1:100

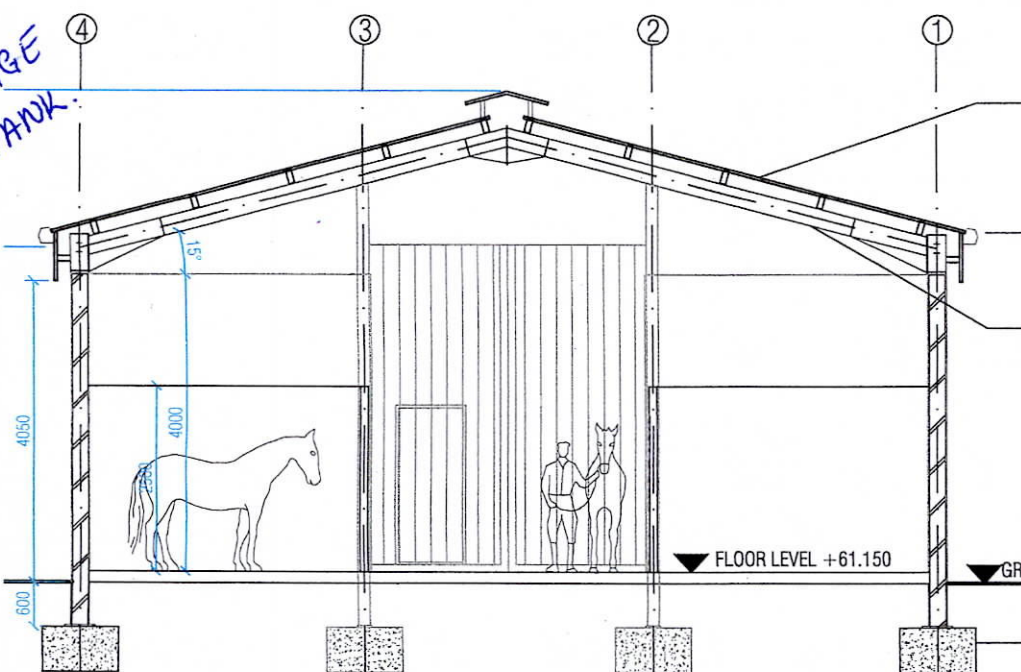


REAR ELEVATION (NORTH EAST)
scale 1:100



FRONT ELEVATION (SOUTH WEST)
scale 1:100

- selected cladding profile to a selected colour
- flashings to match cladding colour
- cladding to be fitted flush to steel on gable ends, to allow sliding door to pass



SECTION A-A
scale 1:100

- building to be ventilated in accordance with S101
- minimum 10% roof lights, evenly spread throughout
- aluminium gutter
- portal frame and associated steelwork to be in accordance with S101 or to Engineers design
- foundations to be in accordance with S101, cl. B7 or to Engineers design



TOTAL FLOOR AREA - 200 Sq M
FINISHED FLOOR LEVEL - 61.15
GROUND LEVEL - 61.00
ROAD LEVEL - 63.00

General Notes

PLANNING ISSUE

NOT FOR CONSTRUCTION USE

DRAWING TO BE USED FOR PLANNING PURPOSES ONLY

No.	Revision	Date

CROSS
Chartered Building Surveyor

11 An Crois
Allenwood Cross
Allenwood
Naas
Co. Kildare
Tel: 045 860284
Fax: 045 860131
E: information@johnjcross.com

.....opening doors to successful building

Client:

Emer Fallon

Project Name & Address

Proposed American type barn comprising 8 no. horse boxes, tack room & feed store, erection of hayshed and covered dung stead and all associated siteworks.
at Ballycurraghan, Maynooth, Co. Kildare.

Drawing Name:

**PROPOSED AMERICAN TYPE BARN
WITH 8 NO. HORSE BOXES**

Date: 09-02-2021	Drawn By: NICKY BOYCE	Sheet: 4 OF 5
Scale: 1:100 @ A2	Checked By: JJC	Drawing No: P-004