

Overbridge 13 – Neillstown Road

The fact that this bridge will be reconstructed just West of the existing alignment means that the road will be closed for a shorter period than Overbridge 11, 4 to 6 weeks.

To the South east of the bridge there will be disruption to the entrance to Weatherwell Business Park during the reconstruction of the bridge as the entrance is re-graded to tie into the new road level. The re-levelling of the road will also affect properties further South.

The house and land to the North East of this bridge, owned by Mr Kavanagh, will be affected by both the bridge and the four tracking, for which a strip of land will be required permanently. There is provision for temporary land take to re-grade his access to tie into the new road level.

The four houses in Beech Row, North West of this bridge, will be severely effected by the proposed works. The four tracking will bring the railway boundary well into the current gardens of the houses, particularly in the case of number 3. Number 1 will also be affected by having the new wall for the bridge encroach into their garden. The proposed means to provide access to Beech Row from the rebuilt road impacts on the house to the North, owned by Mr & Mrs Grey.

Remainder of 843

West of Beech Row the land required to the North of the Railway is owned by South Dublin County Council [SDCC].

Fonthill Road station will sit to the East of Fonthill Road. The large area of proposed land take shown to the South of the station is to provide for a car park for approximately 200 cars. This land is mostly owned by SDCC and it is anticipated that a mutually acceptable arrangement will be agreed to allow the car parking be included in the development of the land when it occurs. The remainder of the land to the South is owned by Sordino Limited.

There are a number of temporary land takes for construction access from the Fonthill Road, and West of Fonthill Road the land permanent land take is to the North of the railway on land owned by Everglade Properties Limited.

844

844.P.02 and 844.P.03 are also owned by Everglade Properties Limited. In addition to the requirements for the four tracking there is an access road for railway maintenance running West from 844.P.03.

844.P.04 is owned by SDCC and is part of the area previously let as allotments. The temporary land takes 844.T.01 and 844.T.02 are to allow for re-grading of streams.

845

The land take from SDCC continues along the North side past the Outer Ring Road. 845.B.01 refers to the removal of the bridge that carried Lynch's Lane, which has become a dead end since the construction of the Outer Ring Road.

Kishogue station will sit over the railway just East of the Outer Ring Road. Permanent land take is shown for a 400 space car park to the South. It is envisaged that a mutually acceptable arrangement could be agreed with the landowner, Burris Property Company, similar to that with SDCC mentioned above.

846

Continuing from drawing 845 the permanent land take for the four tracking is land owned by Eleveden Properties Limited.

The temporary take to the South relates to the diversion of the Kilmahudrick stream. Overbridge 16 at Haydens Lane will be demolished and replaced by a footbridge.

Between there and Overbridge 19 at Newcastle Road, agreement has been reached with the adjoining land owners in relation to the construction of the Adamstown Link Road.

847

The reconstruction of Overbridge 19 is currently being undertaken by the Adamstown developers. There is some temporary land take relating to the removal of the embankments of the old bridge, 847.T.56 for example.

West of Overbridge 19 the land take to the North interfaces with the Adamstown development. Agreement has been reached with the developers on exact extent of land take, landscaping and access, including access to the station which is being built prior to the proposed Railway Order works.

The temporary land take at 847.T.04 relates to the removal of the existing accommodation bridge.

848

The permanent land take for four tracking continues along the northern side. Temporary takes relate mainly to works to watercourses, including the culverting of the stream at the Eastern end of the drawing. The alignment plan shows a signalling compound on the Southern side on land owned by CIE.

849

Permanent land take continues to the North of the railway, as does temporary take for streams etc.

On the other side permanent land takes 849.P.11, 849.P.10 and 849.P.15 relate to the provision of a maintenance road.

850

Overbridge 21 at Stacumny is to be reconstructed on an alignment similar to that existing.

The house to the North East loses land as a result of the bridge and four tracking works. Temporary rights to cross part of this property during construction are also being sought.

The land take from house owned by Mrs Kennedy South West of the bridge is limited to the entrance, but the house will sit in a changed environment when the works are complete.

West of the bridge the four tracking land take is on the Northern side, taking in land owned by the Department of Agriculture, avoiding the structure of the lime kiln, and Celbridge & Elm Hall Golf Club.

The permanent land take to the South relates to a maintenance road and proposed underground rainwater storage tank.

851

The land takes North and South continue as per 850.

There are 5 houses to the West of the Golf Club whose gardens will lose a strip for the four tracking, and whose entrances will require works to tie into the new road arrangements. Temporary access is also being sought over part of the land belonging to Mrs Tobin, 851.T.73.

Overbridge 23 will be demolished and replaced by a footbridge. Traffic that currently uses this bridge will be diverted onto a new road running through the currently agricultural lands [851.P.09 and 851.P.19] North of the residential properties in Straleek to connect into the Celbridge to Newcastle Road.

The four tracking necessitates the demolition of the house owned by Mr & Mrs Bermingham, 851.P.03.

The properties owned by Mr & Mrs Royal and Mr & Mrs Elliffe will also be significantly impacted; the four tracking will bring the railway boundary close to the houses, and the loss of the current access requires new entrances to be created from the new road.

The houses owned by Mr & Mrs Sweeney [851.P.52] and Niamh Jackson [851.P.50] are impacted, though less directly.

Hazelhatch Station

The reconstruction of overbridge 25 to facilitate the four tracking means that the station cannot be accessed as presently direct from the Celbridge to Newcastle Road. The new station access will be from the new link road. A one way system will take traffic in to the station through 851.P.57 and out through 851.P.19. The area encircled by these roads is the proposed car park to cater for approximately 400 cars.

The three houses North of the station will not be subject to any permanent land take. The access to the house closest to the station will move to the East in accordance with an agreement with the owner at the time it was constructed.

Remainder of 852

The reconstruction of overbridge 25 to a modern standard requires permanent and temporary land take on both sides of the railway. Three residential properties are directly effected to the South and one to the North.

The four tracking ceases West of Hazelhatch. There is land take to the North through what is currently agricultural land.

The new bridge will take away the current access to the railway in this area. The proposed land takes at 852.P.53 and 852.P.54 relate to the securing of alternative means of access.