


Work Item No.

- 1852.06** Divert the existing stream and construct a new 431 metre length of new stream to the north of and parallel to the Railway, west of the proposed Hazelhatch Station, as shown
- in plan on Plan No. 1852
 - in section on Plan No. L001 and L002.
- 1852.07** Inspect, extend and protect the existing undertrack culvert No. 25A to the north-east of the 10 ½ mile post as shown
- in plan on Plan No. 1852
 - in elevation on Plan No. L002, and
 - in section on Plan No. L002.
- 1852.08** Inspect, extend and protect the existing undertrack culvert No. 25B adjacent to the 10 ½ mile post as shown
- in plan on Plan No. 1852
 - in elevation on Plan No. L002, and
 - in section on Plan No. L002.
- 1852.09** Existing footbridge No. 24 refurbished and relocated as shown
- in plan on Plan No. 1852
 - in elevation on Plan No. S009, and
 - in section on Plan No. S009.

APPENDIX 2

2-2-06


	Name & Address	Agreement Reached
1	South Dublin Co. Co	<p>IE confirm that the design and installation of reinforced concrete underpasses through the embankment north of the railway at Fonthill Road is feasible and jacking them in place is practicable, however there will have to be consultation with the developers to ensure that they coincide with footpaths and roadways in the developed areas. A similar situation applies at the Outer Ring Road and Kishogue Station underpasses. IE confirm that it is possible to widen and strengthen the footbridge at Hayden's Lane while retaining the present design and using 'grasscrete' surfacing or similar on the deck to give the perception of a 'green' bridge. IE confirm that it is possible to extend the existing Kilmahudrick culvert in lieu of the proposed diversion, but this will entail the construction of a downstream headwall and scour protection apron with associated landtake. Further discussion will be held on this matter during detailed design.</p> <p>CIÉ are prepared to reach agreements with the relevant landowners that include flexibility in the provision of park and ride carparks.</p>
2	An Post	<p>Proposed temporary parking to rear of Capital Clutch & Brake/Clondaikin Auto Clinic/Larkbrook will be provided. Works will be staged to ensure continuous access to the estate. Access to be provided for postmen wheeling cycles across the temporary bridge during the closure</p>
3	Burris Property Company	<p>IE have agreed with Burris Property Company (BPC) the following modifications to the Fonthill Road Station: An additional public access to the proposed station will be provided from the western side of Fonthill Road (in addition to the proposed access on the eastern side of Fonthill Road).</p> <p>A station building similar to the station building proposed in the KRP will be constructed by IE, such additional station building to be constructed as part of the KRP at or around the same time as the station building to the eastern side.</p> <p>The western station building will include permanent access for the public from Fonthill Road. The land owned by BPC required for such permanent access will be transferred to IE by BPC at no cost. Any ancillary property rights also required (including <i>inter alia</i> wayleaves for services) will also be provided to IE by BPC at no cost.</p> <p>Drawing Extracts 1843/001 and S005/001 are provided.</p>
4	Eugene & Marie Birmingham, Hazelhatch	<p>A scheme of landscaping reinstatement will be agreed in detail with the property owner at detailed design stage. A pre-condition survey record including photographs will be made</p>
5	Larkbrook Engineering, Weatherwell Industrial Estate	<p>Access to the estate to be maintained at all times. Works in front of the premises to be carried out at night. Detailed design will ensure suitable access with no gradients exceeding existing ones. IE agree to relocate the fuel tank permanently. Proposed elimination of toe wall and associated planting to maintain existing access width to workshop.</p> <p>Drawing Extract 1843/002 is provided.</p>
6	Capital Clutch & Brake, Weatherwell Industrial Estate	<p>Access to the estate to be maintained at all times. Works in front of the premises to be carried out at night. Detailed design will ensure suitable access with no gradients exceeding existing ones. Proposed elimination of toe wall and associated planting to maintain existing access width to workshop.</p> <p>Drawing Extract 1843/002 is provided.</p>
7	Castlethorn Construction	<p>Agreements have been reached between Castlethorn and IE. All Castlethorn lands required for the KRP will be acquired under those agreements.</p>
8	Crowleys, Finnstown	<p>Agreement has been reached with the Crowleys to construct an overbridge to replace the level crossing to be closed and the existing bridge that is to be demolished.</p> <p>Drawing Extract 1848/001 is provided.</p>
9	Davenham Engineering	<p>IE have agreed to consult with Davenham regarding the construction programme for the implementation of the KRP insofar as it impacts on the operation of and access to their business. This consultation will take place on a weekly basis during construction and on a monthly basis in the period leading up to construction. IE agree that the minimum</p>