

FIRST SCHEDULE

Railway works and works authorised by this Order

DART+ West will involve construction, operation, maintenance and improvement of electrified heavy rail from Spencer Docks to Connolly Station through to Maynooth over approximately 30km and from Clonsilla through to M3 Parkway Station over approximately 7.5km. The DART+ West will also involve the construction of a maintenance depot to the west of Maynooth, station improvements, the closure of six level crossings, the construction of roads, bridges and modification of existing bridges, the construction of substations for electrification and other buildings for signalling, communications and power supply.

The Railway Order includes the following main elements which are described along with the other elements within this schedule:

- Overhead electrification of project from Spencer Dock through to depot west of Maynooth and to north of M3 Parkway Station
- Construction of new rail and sidings
- Elimination of level crossings and provision of alternatives such as new bridges for pedestrians, cyclists and vehicles
- Electrification and power supply to support the projected capacity increases
- New access routes to serve the proposed infrastructure
- Modification to bridges including reconstruction of bridges to provide required clearances for electrification
- Track lowering to provide the required clearances under existing bridges for electrification
- Modification of bridge parapets and walls adjacent to the proposed electrification to provide protection from electrical shock
- Diversion of utilities including gas, water, electricity and telecommunications
- Provision of new drainage systems
- Establishment of temporary construction compounds and permanent maintenance compounds
- Establishment of temporary traffic management and traffic diversions to facilitate construction
- Provision of permanent and temporary track access points for construction and maintenance
- Twelve new electricity supply substations over the length of the project
- Provision of new buildings for electricity supply points, signalling and telecommunications

- Alterations to existing medium and low voltage ESB lines crossing the rail line to provide the required safety clearances for the new rail electrification
- New and modified signalling and telecommunications infrastructure to support the projected capacity increases.
- Construction of new Spencer Dock Station adjacent to the Spencer Dock Luas Stop and works on roads and bridges in the vicinity of the station
- Rail modifications at key rail junctions approaching Spencer Dock from north and west
- Remodelling Connolly Station to increase capacity.
- Provision of new access to Connolly Station from Preston Street including urban realm improvements
- Improvements to passenger access at Connolly Station
- Reconstruction of Broomebridge rail bridge and approach roads to provide required clearances for electrification
- Closure of level crossing at Ashtown and provision of alternative route via a bridge under the rail and canal to the west of the current level crossing
- Replacement station and new pedestrian and cycle bridge at Ashtown Station
- Reconstruction of Old Navan Road rail bridge and approach roads to provide required clearances for electrification
- Reconstruction of Castleknock Road rail bridge and approach roads to provide required clearances for electrification
- Closure of level crossing at Coolmine with capacity enhancements to road junctions to cater for changed traffic movements
- Provision of new pedestrian and cycling bridge at Coolmine Station
- Closure of level crossing at Clonsilla to all traffic with a new pedestrian and cycle bridge
- Closure of level crossing at Porterstown to all traffic with a new pedestrian and cycle bridge
- Closure of level crossing at Barberstown to with a new alternative route south of the current level crossing
- Bridge and road modifications at Cope Bridge to the east of Leixlip Confey Station, including two new pedestrian and cycle bridges located either side of Cope Bridge
- Raising of Louisa Bridge to the west of Leixlip to provide required clearances for electrification
- Closure of Blakestown level crossing
- Construction of a new siding at Maynooth Station

- 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
- [Provision of CCTV cameras](#)

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.

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 (IÉ'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
IÉ	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

1. Railway Order - Sheet 01 (Liffey Loop Line to Connolly Station)

Works No.	Description	Drawing No.
	Connolly Station Area	
1.1	Construction of new access point at Preston Street through the currently disused vaults to connect with platforms 5, 6 and 7 including urban realm improvements to Preston Street.	• WP001
1.2	Internal works within station and vaults to create new station concourse including the provision of new stairs, escalators, and lifts.	• WP001
1.3	The provision of two emergency exits, one connecting to the Connolly Station parking area off Sherriff Street Lower and the other to Seville Place.	• WP001
1.4	Electrification of platforms 2, 3 and 4, siding and northern approaches at Connolly Station.	• WP001
1.5	Construction of a low voltage principal supply point building and signalling equipment building behind 42-50 Oriel Street Lower.	• WP001
	<u>Other Works</u>	
1.6	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.	• WP001
1.7	Construct services and carry out utility diversions and connections.	• WP001
1.8	Construct extension of existing overhead platform for signalling infrastructure between Spencer Row and Store Street Garda Station.	• WP001
1.9	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.	• WP001

Works No.	Description	Drawing No.
1.10	Electrification of the existing and new rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP001
1.11	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP001

2. Railway Order - Sheet 02 (0 - 1.0km)

Works No.	Description	Drawing No.
	Spencer Dock Station Area	
2.1	<p>Construction of new Spencer Dock Station extending from Mayor Street Upper to Sherriff Street Upper (between Park Lane and New Wapping Street). The proposed station will have its main entrance on Mayor Street Upper interfacing with Spencer Dock Luas Station and a secondary entrance on Sheriff Street Upper for access by bus, taxi or private cars. The Station will include four new tracks and two island platforms all located below existing ground level with escalator and lift access to the upper station level.</p> <p>The entrance to the station is at the exiting ground level of 3.90mOD with the station platforms at -2.39mOD and the track levels at -3.30mOD. The station is designed to accommodate future site development.</p>	<ul style="list-style-type: none"> • WP002
2.2	<p>New rail lines including the construction of four tracks and two island platforms at Spencer Dock Station, retaining walls, new drainage systems, electrification, and signalling. From the new Spencer Dock Station new twin tracks and electrifications over approximately 1.1km to the GSWR Line and over 0.8km to the Northern Line to the north of Connolly Station.</p>	<ul style="list-style-type: none"> • WP002
2.3	<p>Sherriff Street Bridge (OBD228) is to be demolished and rebuilt to its current elevation to connect into the existing bridge structures and road levels on Sheriff Street Upper. The new bridge piers are co-ordinated with the layout and design of the Spencer Dock Station. The new bridge will have 8m of clearance from the underside of the bridge to the top of the tracks to allow for track electrification. Construction will involve temporary road closures and traffic management.</p>	<ul style="list-style-type: none"> • WP002
2.4	<p>New permanent access and access ramp north of Sheriff Street between the proposed Spencer Dock Station and Docklands Station to serve proposed temporary construction compound and existing Spencer Dock – CCE/SET Permanent Compound which is to be relocated in the East Wall yard area.</p>	<ul style="list-style-type: none"> • WP002

Works No.	Description	Drawing No.
2.5	Track lowering for 375 m up to 230 mm in depth beneath OBO36 Ossory Road Bridge to provide sufficient OHLE clearance.	• WP002
2.6	Parapet heightening to 1.80 m on OBO36 Ossory Road Bridge to prevent electric shock that arises from the installation of the new Overhead Line Equipment (OHLE) by replacing the existing corrugated sheet with steel panels that consist of a perforated sheet at the top section and a rolled sheet at the bottom.	• WP002
2.7	Provision of ditches at each side of the track on OBO36 Ossory Road Bridge as it is at a low point of the rail line. There is also a carrier drain at the middle of the tracks to which the ditches will connect and discharge. The drainage is carried out towards Spencer Dock Station where it connects with the station drainage and discharge at the attenuation water tank.	• WP002
2.8	Provision of traction substation, located north of the existing Docklands Station and car park, near the railway junction. It will be necessary to accommodate the road access to the substation from Abercorn Road. The proposed location is within the existing CIÉ property boundary and access will be gated.	• WP002
2.9	Construction of a low voltage, principal supply point building and signalling equipment building next to the traction substation.	• WP002
	<u>Other Works</u>	
2.10	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.	• WP002
2.11	Establish construction sites and temporary compounds at six locations including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP002
2.12	Construct services and carry out utility diversions and connections.	• WP002

Works No.	Description	Drawing No.
2.13	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.	<ul style="list-style-type: none">• WP002
2.14	Electrification of the existing and new rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	<ul style="list-style-type: none">• WP002
2.15	Installation of new fencing along rail boundary and temporary works areas for these works.	<ul style="list-style-type: none">• WP002

3. Railway Order - Sheet 03 (1.0 - 2.0 km)

Works No.	Description	Drawing No.
3.1	Track lowering for 220m to 385mm in depth beneath OBD226 Newcomen Rail Bridge to provide the required OHLE clearance.	• WP003
3.2	Parapet heightening to 1.80m on OB226 Newcomen Rail Bridge with an installation of stainless-steel mesh and extension of concrete pillars along with parapet heightening of the longitudinal walls adjacent to the lines southwest of OB226 to prevent electric shock that arises from the new Overhead Line Equipment (OHLE).	• WP003
3.3	Track lowering for 290m to 308mm in depth beneath OBD225 Clarks Rail Bridge to provide the required OHLE clearance.	• WP003
3.4	Parapet heightening of 1.80m on OB225 Clarks Rail Bridge using similar masonry construction and provision of angular coping stones along with parapet heightening of the longitudinal walls adjacent to the lines northwest of OB225 to prevent electric shock from the new OHLE.	• WP003
3.5	Track lowering for 330m to 375mm in depth beneath OBD224 Clonliffe Rail Bridge to provide the required OHLE clearance.	• WP003
3.6	Parapet heightening to 1.80m on OBD224 Clonliffe Rail Bridge using a concrete angular pre-cast element sat on top of the existing brick wall to prevent electric shock from the new OHLE	• WP003
3.7	Provision of collector drains from OBD224 at each side of the tracks to connect with existing open ditches at OBD225. Where the existing ditches end past OBD225 the drainage continues in collector drains to OBD226 where the water outfalls to the Royal Canal at the existing outfall.	• WP003
3.8	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.	• WP003
3.9	Construct services and utility diversions and connections.	• WP003

Works No.	Description	Drawing No.
3.10	Provide traffic management measures in the vicinity of the construction sites, including temporary road closures, temporary removal of parking spaces, redirection of traffic in the area and making good any damage to the roadway.	<ul style="list-style-type: none">• WP003
3.11	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	<ul style="list-style-type: none">• WP003
3.12	Installation of new fencing along the rail boundary and temporary works areas for these works.	<ul style="list-style-type: none">• WP003

4. Railway Order - Sheet 04 (2.0 - 3.0km)

Works No.	Description	Drawing No.
4.1	Track lowering for 470m to 800mm in depth beneath OBD223 Binn's Bridge Rail Bridge to provide enough OHLE clearance.	• WP004
4.2	Parapet heightening to 1.80m on OBD223 Binn's Bridge Rail Bridge using similar masonry construction and provision of angular coping stones to prevent electric shock from the new OHLE.	• WP004
4.3	Parapet heightening of the longitudinal walls north and south of the line parallel to Whitworth Road between OBD223 Binn's Bridge and OBD222 Westmoreland Bridge at Glasnevin and at the catenary mast locations to prevent electric shock from the new OHLE.	• WP004
4.4	Provision of a collector drain at each side of the tracks from OBD221 that connects with an existing ditch located between OBD222 at Glasnevin and OBD223 Binn's Bridge Rail Bridge that runs along the up track. At OBD223, the drainage is continued with collector drains that outfall at the existing point to the Royal Canal.	• WP004
4.5	Construct services and utility diversions and connections.	• WP004
4.6	Provide traffic management measures in the vicinity of the construction sites, including temporary road closures, temporary removal of parking spaces, redirection of traffic in the area and making good any damage to the roadway.	• WP004
4.7	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP004
4.8	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP004

5. Railway Order - Sheet 05 (3.0 – 4.0km)

Works No.	Description	Drawing No.
5.1	Parapet heightening of OBO11 Prospect Road Bridge and section of wall adjacent to the northern side of the GSWR west of Prospect Road, OBD222 Westmoreland Bridge (Phibsborough Road) and OBD221 Glasnevin rail maintenance bridges to prevent electric shock from the new Overhead Line Equipment (OHLE).	• WP005
5.2	Track lowering for 550m to 550mm in depth beneath OBD222 Westmoreland Bridge and OBO221 Glasnevin rail maintenance bridges to provide the required OHLE clearance.	• WP005
5.3	Track lowering for 350m to 325mm in depth beneath OBO11 Prospect Road Bridge rail maintenance bridges to provide the required OHLE clearance.	• WP005
5.4	Provision of Glasnevin Traction Substation and principal supply point building, located within St. Vincent's School adjacent to and on the existing playing pitches north of the railway, and east of Clareville Court. A 5m runoff area will be provided between the substation and the pitch limits along with security fencing, planting and screening. A new access to the substation will be provided from the adjacent road in Clareville Court.	• WP005
5.5	Prepare the sites and compounds by initially constructing safety fencing or hoarding as required, undertaking site clearance/demolition or diversion/protection works and excavating to formation level for all works.	• WP005
5.6	Establish construction sites and compounds at three locations including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP005
5.7	Construct services and utility diversions and connections.	• WP005
5.8	Provide traffic management measures in the vicinity of the construction sites, including temporary road closures, temporary removal of parking spaces, redirection of traffic in the area and making good any damage to the roadway.	• WP005
5.9	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP005

Works No.	Description	Drawing No.
5.10	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP005

6. Railway Order - Sheet 06 (4.0 – 5.0km)

Works No.	Description	Drawing No.
6.1	Establish construction sites and compound in Cabra, south of the Faussagh Road and west of the Phoenix Park Tunnel Line which will include access to the site, temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP006
6.2	Prepare the sites and compounds by initially constructing safety fencing or hoarding as required, undertaking site clearance/demolition or diversion/protection works and excavating to formation level for all works.	• WP006
6.3	Construct services and utility diversions and connections.	• WP006
6.4	Provide traffic management measures in the vicinity of the construction sites, including temporary road closures, temporary removal of parking spaces, redirection of traffic in the area and making good any damage to the roadway.	• WP006
6.5	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP006
6.6	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP006

7. Railway Order - Sheet 07 (5.0 – 6.0km)

Works No.	Description	Drawing No.
7.1	OBG5 Broombridge is to be reconstructed 620mm higher than the original bridge arch position to provide clearance to the proposed new Overhead Line Equipment (OHLE). The works consist of increasing the vertical and horizontal clearance by removing the existing arch and reconstructing a new precast arched deck.	<ul style="list-style-type: none"> • WP007
7.2	Temporary closure of the Broombridge Road for at least 15 weeks to allow for the removal of the existing bridge and reconstruction of the new bridge along with other traffic and pedestrian diversions.	<ul style="list-style-type: none"> • WP007
7.3	Construction of a telecommunications equipment building south of the rail line and east of the existing Broombridge Station next to the existing Broombridge tram stop.	<ul style="list-style-type: none"> • WP007
7.4	Parapet heightening on Broombridge station with an installation of a low-level solid sheet panel 1.20 m high along the front of the existing parapet.	<ul style="list-style-type: none"> • WP007
7.5	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.	<ul style="list-style-type: none"> • WP007
7.6	Establish construction sites and compounds at four locations – three at Broombridge and one west of Ratoath Road in Pelletstown - including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	<ul style="list-style-type: none"> • WP007
7.7	Construct services and utility diversions and connections.	<ul style="list-style-type: none"> • WP007
7.8	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.	<ul style="list-style-type: none"> • WP007
7.9	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	<ul style="list-style-type: none"> • WP007

Works No.	Description	Drawing No.
7.10	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP007

8. Railway Order - Sheet 08 (6.0 – 7.0km)

Works No.	Description	Drawing No.
	Rail Line	
8.1	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP008
8.2	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP008

9. Railway Order - Sheet 9 (7.0 – 8.0km)

Works No.	Description	Drawing No.
9.1	Decommissioning, demolition, and site clearance of the existing level crossing on Ashtown Road. Removal of existing level crossing infrastructure and provide secure, gated access for Irish Rail at the existing level crossing. Removal existing pedestrian footbridge over the canal.	<ul style="list-style-type: none"> • WP009
9.2	New station to be constructed at the location of the existing station with the existing footbridge and lifts removed	<ul style="list-style-type: none"> • WP009
9.3	A new pedestrian overbridge is to be constructed over the new replacement station allowing for pedestrian, cyclists and access for mobility impaired users over the rail line.	<ul style="list-style-type: none"> • WP009
9.4	Provision of a traction substation located to the south of the railway, and east of Ashtown Station. Vehicle and pedestrian access to the substation will be established through a short connection to the existing road network, in Martin Savage Park residential housing development.	<ul style="list-style-type: none"> • WP009
9.5	Re-routing of Ashtown Road under both the railway and the Royal Canal via an underpass structure to the west of the current crossing and mill.	<ul style="list-style-type: none"> • WP009
9.6	Stabilising piled retaining walls constructed to maintain stability of northern railway along Royal Canal, west of the former level crossing	<ul style="list-style-type: none"> • WP009
9.7	Stabilising piled retaining walls constructed to maintain stability of southern railway along Royal Canal, west of the former level crossing	<ul style="list-style-type: none"> • WP009
9.8	On the southern side of the rail line, the proposed roadway will tie into the existing Ashtown Road approximately 60 metres south of the existing minor T junction which provides access to the residential housing development, Martin Savage Park, which is east of the existing Ashtown Road. Provision of a new minor "T" Junction off the realigned Ashtown Road to facilitate access to Martin Savage Park.	<ul style="list-style-type: none"> • WP009

Works No.	Description	Drawing No.
9.9	Provision of a new minor "T" Junction on the west side of the proposed road to provide access to the properties off the existing Mill Lane, Gowan Motors and Ashtown Gate Office Complex. The existing Mill Lane will be retained parallel to the proposed road providing access into the Ashtown Gate Office Complex car park and the various Gowan Motors areas.	<ul style="list-style-type: none"> • WP009
9.10	Realignment of the access road to Martin Savage Park and connection to the proposed Ashtown Road realignment.	<ul style="list-style-type: none"> • WP009
9.11	Provision of a spur off the proposed Martin Savage Park access road to provide access to Ashtown Train Station and properties.	<ul style="list-style-type: none"> • WP009
9.12	Termination of the footpath along the west of the alignment fronting Ashton House. Modification of the existing curtilage to a 0.5m rubbing strip and provision of an uncontrolled pedestrian crossing at Ashton House gate lodge.	<ul style="list-style-type: none"> • WP009
9.13	Provision of a mini roundabout, set down area and disabled parking on the southern side of the railway.	<ul style="list-style-type: none"> • WP009
9.14	Provision of a mini roundabout on the northern side of the railway, to allow a turning facility for vehicles.	<ul style="list-style-type: none"> • WP009
9.15	Provision of public lighting on the road that will be carried through the underpass; light fittings to be supported from the soffit of the underpass.	<ul style="list-style-type: none"> • WP009
9.16	Temporary Work for canal including reinstatement post construction.	<ul style="list-style-type: none"> • WP009
9.17	Construction of a telecommunications equipment building to the south of the rail line and west of the existing Ashtown Station.	<ul style="list-style-type: none"> • WP009
9.18	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.	<ul style="list-style-type: none"> • WP009

Works No.	Description	Drawing No.
9.19	Establish construction sites and compounds at five locations including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP009
9.20	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP009
9.21	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.	• WP009
9.22	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP009
9.23	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP009

10. Railway Order - Sheet 10 (8.0 - 9.0km)

Works No.	Description	Drawing No.
10.1	Construction of a telecommunications equipment building south of the rail line and west of the existing Navan Road Parkway Station.	• WP010
10.2	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.	• WP010
10.3	Establish construction sites and compound at one location including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP010
10.4	Establish permanent maintenance compound next to construction compound following completion of the DART+ west works. The proposed building is approximately 44 m long and 9.80m wide.	• WP010
10.5	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP010
10.6	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.	• WP010
10.7	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP010
10.8	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP010

11. Railway Order - Sheet 11 (9.0 – 10.0km)

Works No.	Description	Drawing No.
11.1	Parapet heightening on OBG6B Dunsink Lane Bridge with an installation of an angular coping stone (precast concrete).	• WP011
11.2	Track lowering for 230m beneath OBG6C N3 Road Bridge to achieve required clearance for OHLE.	• WP011
11.3	Parapet heightening on OBG6C N3 Road with an installation of an angular coping stone (precast concrete).	• WP011
11.4	Track lowering for 230m at 396mm depth beneath OBG7A M50 Roundabout/Navan Road Rail Bridge to achieve required clearance for OHLE.	• WP011
11.5	Provision of a collector drain on both sides of the track that will connect at intervals to the gravity drain on OBG7A M50 Roundabout/Navan Road Rail Bridge. The outfall proposal is an existing gravity combined network.	• WP011
11.6	Raising the OBG9 Old Navan Road Rail Bridge by 320mm to obtain a sufficient clearance for the OHLE system and to avoid causing a significant modification to the road alignment. Modification of the access ramps on both sides of the bridge will be required.	• WP011
11.7	Provision of temporary access road between Old Navan Road and Ashleigh Green to allow access to residential properties.	• WP011
11.8	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.	• WP011
11.9	Establish construction sites and compounds at two locations including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP011
11.10	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP011

Works No.	Description	Drawing No.
11.11	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.	<ul style="list-style-type: none"> • WP012
11.12	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	<ul style="list-style-type: none"> • WP012
11.13	Installation of new fencing along rail boundary and temporary works areas for these works.	<ul style="list-style-type: none"> • WP012

12. Railway Order - Sheet 12 (10.0 – 11.0km)

Works No.	Description	Drawing No.
12.1	Arch deck reconstruction on OBG11 Castleknock Bridge to ensure the required Overhead Line Equipment (OHLE) clearance. The new arched bridge deck will be up to 410mm higher than the existing bridge arch position.	• WP012
12.2	Provision of Castleknock Substation, located south of the railway on the boundary of Laurel Lodge Park, west of the existing R806 Castleknock Road. Pedestrian and vehicular access to Castleknock substation will be provided from the existing R806 Castleknock Road. The entrance road will be 4.5m wide and approximately 110m long.	• WP012
12.3	Upgrades to the Park Lodge / Castleknock Road Junction, works will include upgrades to the existing signalised four-armed junction and north and south approach roads including cyclist provision and signalised pedestrian facilities	• WP012
12.4	<p>Park Lodge / Castleknock Road Junction, Southern Arm - Castleknock Road - widening of the western side of the roadway for approximately 150m south of the junction. Provision of a single northbound lane which develops into a straight (north) ahead lane and left (west) turn filter lane similar to the existing layout. Provision of two lanes southbound a single traffic lane and a bus lane both of which will tie in with the existing traffic lane and bus lane approximately 150m south of the junction.</p> <p>Two-stage signalised crossing at the junction similar to the existing. Provision of a footpath on the eastern side of the road and a verge and footpath on the western side of the road.</p> <p>Widening on the western side of the road to facilitate the inclusion of a bus lane southbound on the eastern side. The realignment will tie into the property boundary of 1A Park Lodge. Provision of new boundary walls for both these properties will be provided to match existing. Removal of 3 no. mature trees.</p>	• WP012

Works No.	Description	Drawing No.
12.5	Park Lodge / Castleknock Road Junction, Northern Arm - Castleknock Road - widening of the roadway to the west; a retaining wall will also be required on approach to the bridge on the western side. As the bridge deck for the railway bridge is to be reconstructed to facilitate electrification, the bridge will be widened west to provide improved connectivity and comfort for pedestrians and cyclists.	<ul style="list-style-type: none"> • WP012
12.6	Park Lodge / Castleknock Road Junction, western arm - Park Lodge - Widening of the roadway west to provide additional traffic capacity. Construction of a new retaining wall as the roadway/park boundary stone wall replaced at ground level. Removal of several mature trees to facilitate the widening.	<ul style="list-style-type: none"> • WP012
12.7	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.	<ul style="list-style-type: none"> • WP012
12.8	Establish construction sites and compounds at three locations including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	<ul style="list-style-type: none"> • WP012
12.9	Construct services and utility diversions and connections as shown indicatively on the drawings.	<ul style="list-style-type: none"> • WP012
12.10	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.	<ul style="list-style-type: none"> • WP012
12.11	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	<ul style="list-style-type: none"> • WP012
12.12	Installation of new fencing along rail boundary and temporary works areas for these works.	<ul style="list-style-type: none"> • WP012

13. Railway Order - Sheet 13 (11.0 – 12.0km)

Works No.	Description	Drawing No.
13.1	Decommissioning, demolition, and site clearance of the existing level crossing on the Coolmine Road. Remove existing level crossing infrastructure and provide secure, gated access for Irish Rail at the existing level crossing.	• WP013
13.2	Provide a new pedestrian and cyclist bridge at the existing Coolmine level crossing location over the railway and Royal Canal. This bridge will also replace the existing pedestrian bridge at Coolmine Station.	• WP013
13.3	A traction substation will be located near Maple Green / north of Sycamore Green, approximately 400m east of Coolmine Station. Direct road access will be provided from the existing local road network via Maple Green. The water supply connection will be to the east of the substation, following the Maple Green Road. Foul gravity connection will also be made onto Maple Green.	• WP013
13.4	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.	• WP013
13.5	Establish construction sites and compounds at three separate locations including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP013
13.6	Raising of existing electricity poles north and south of the rail to provide the required clearances between the rail electrification and electricity supply lines.	• WP013
13.7	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP013
13.8	Provide traffic management measures in the vicinity of the construction site, including temporary road closures, redirection of traffic in the area and making good any damage to the roadway.	• WP013
13.9	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP013

Works No.	Description	Drawing No.
13.10	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP013

14. Railway Order - Sheet 14 (12.0 – 13.0km)

Works No.	Description	Drawing No.
	Level Crossing	
14.1	Decommissioning, demolition, and site clearance of the existing level crossing on the Porterstown Road. Remove existing level crossing infrastructure and provide secure gated access for Irish Rail at the existing level crossing.	• WP014
14.2	Provide a new pedestrian bridge to the east of the closed Porterstown Road level crossing over the railway and Royal Canal with new pedestrian and cycle facilities provided.	• WP014
14.3	Provision of new turning facilities at the closed level crossing along with access into properties north and south of the existing level crossing on Porterstown Road.	• WP014
	Clonsilla Road / Diswellstown Road Junction	
14.4	Conversion of the existing roundabout at the junction of and Clonsilla Road and Diswellstown Road to a traffic light junction.	• WP014
14.5	<p>Clonsilla Road / Diswellstown Road Junction - Southern Arm - the proposed layout will realign the existing roadway to provide a single southbound lane and a single northbound lane which develops into three lanes on approach to the proposed traffic signals. The three northbound lanes will consist of a left (west) turning filter lane, a straight (north) ahead lane and right (east) turning filter lane.</p> <p>A signalised pedestrian crossing will be provided at the mouth of the junction. To facilitate the inclusion of an additional lane the roadway will be realigned into an existing grassed area on the eastern side of the road.</p>	• WP014

Works No.	Description	Drawing No.
14.6	<p>Clonsilla Road / Diswellstown Road Junction - Western Arm - the proposed layout will realign the existing roadway to provide a single westbound lane and a single eastbound lane which develops into two lanes on approach to the proposed traffic signals. The east northbound lanes will consist of a left (north) turning filter lane, a combined straight (east) ahead and right (south) turn lane. A signalised pedestrian crossing will be provided at the mouth of the junction.</p> <p>All works will be within the existing roadway boundary. A section of existing verge on the northwest corner will be required to facilitate the left (north) turning filter lane. A section of existing roadway on the southwest corner will be converted to a landscaped area.</p>	<ul style="list-style-type: none"> • WP014
14.7	<p>Clonsilla Road / Diswellstown Road Junction - Northern Arm - the proposed layout will provide a single northbound lane and a southbound traffic lane and bus lane which develops into three lanes on approach to the proposed traffic signals. The three southbound lanes will consist of a left (east) turning filter lane, a straight (south) ahead lane and right (west) turning filter lane. A signalised pedestrian crossing will be provided at the mouth of the junction.</p>	<ul style="list-style-type: none"> • WP014
14.8	<p>Clonsilla Road / Diswellstown Road Junction - Eastern Arm- the proposed layout will realign the existing roadway to provide a single eastbound lane and a single westbound lane which develops into two lanes on approach to the proposed traffic signals. The westbound lanes will consist of a left (south) turning filter lane, a combined straight (west) ahead and right (north) turn lane. A signalised pedestrian crossing will be provided at the mouth of the junction.</p>	<ul style="list-style-type: none"> • WP014
	General	
14.9	<p>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.</p>	<ul style="list-style-type: none"> • WP014
14.10	<p>Establish construction sites and compounds at Porterstown Level Crossing and Clonsilla Road / Diswellstown Road Junction including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.</p>	<ul style="list-style-type: none"> • WP014

Works No.	Description	Drawing No.
14.11	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP014
14.12	Raising of exiting electricity poles north and south of the rail to provide the required clearances between the rail electrification and electricity supply lines.	• WP014
14.13	Provide traffic management measures in the vicinity of the construction site, including temporary road closures, redirection of traffic in the area and making good any damage to the roadway.	• WP014
14.14	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP014
14.15	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP014

15. Railway Order - Sheet 15 (12.0 – 13.0km)

Works No.	Description	Drawing No.
	Diswellstown Road Junction	
15.1	The proposed works will upgrade the existing four-armed signalised Diswellstown Junction and the link road between the junction and existing roundabout to the east.	<ul style="list-style-type: none"> • WP015
15.2	<p>Link Road / Diswellstown Road Junction - Eastern Arm - the proposed layout will provide 2nr westbound lanes, one eastbound lane with segregated cycle-track and footpath on both sides. Alterations will be required to the western arm of the existing roundabout on the eastern end of the link road to facilitate tie in with existing road network. The two westbound lanes will be converted to three lanes with an on-road cycle lane west of the existing uncontrolled crossing. The three lanes will consist of a dedicated left turn lane (turning south), a dedicated straight-on lane (westwards) and a dedicated right turn lane (heading northwards).</p> <p>Removal of the existing verges on both sides of the road. In addition, the roadway boundary will be relocated northwards into the car parking area of Woodbrook Court/ Woodbrook Square, resulting in modification to the area to the front of the parking spaces. The existing environment at Woodbrook Court / Woodbrook Square consists of soft landscaping between the boundary wall and car parking. It is intended to remove the soft landscaping and erect a new boundary wall behind the location of the existing car parking. This re-configuration will continue onto Riverwood Road to facilitate tie-in to existing kerb lines and boundary wall</p>	<ul style="list-style-type: none"> • WP015

Works No.	Description	Drawing No.
15.3	<p>Diswellstown Road Junction - Western Arm - the proposed layout will retain the existing westbound lane, segregated cycle track and footpath. The eastbound lanes will be upgraded from two lanes to three lanes. This will provide a dedicated right (southwards) turn filter lane, a dedicated straight (eastwards) ahead lane and a dedicated left (northwards) turn lane. A segregated cycle track and footpath will be provided on the northern side of the road to match existing.</p> <p>To facilitate an additional eastbound lane the roadway boundary will be relocated northwards into the existing fallow grassed area. Provision of a timber post and rail fence at the boundary to match the existing.</p>	<ul style="list-style-type: none"> • WP015
15.4	<p>Diswellstown Junction - Northern Arm - the proposed layout will retain the existing northbound lane, segregated cycle track and footpath. The southbound lanes will be upgraded from two lanes to three lanes. This will provide a dedicated left (east) turn filter lane, a dedicated straight (south) ahead lane and a dedicated right (west) turn lane. A segregated cycle track and footpath will be provided on the eastern side of the road to match existing.</p> <p>To facilitate the inclusion of an additional southbound lane the roadway boundary will move east into the existing vegetated area. The existing vegetation consist of a row of hedging/bushes which develops into a section of wooded area (birch). Vegetation clearance is required and will consist of removal of a section of the hedging/bushes. A wooden post and rail fence will be provided at the boundary to match the existing.</p>	<ul style="list-style-type: none"> • WP015
	Porterstown Road / Diswellstown Road Junction	
15.5	<p>The proposed works will upgrade northern and eastern arm of the existing signalised three-armed junction and north and east roads on approach to the junction including provision for cyclists and signalised pedestrian facilities.</p>	<ul style="list-style-type: none"> • WP015

Works No.	Description	Drawing No.
15.6	<p>Porterstown Road / Diswellstown Road Junction – Northern Arm - The proposed layout maintains a single northbound lane and segregated cycle, footpath and verge. The proposed layout for southbound widens into the grassed area to the east. The southbound lane develops into a dedicated right (west) turning lane and dedicated left (east) turning lane with a on road cycle track. A footpath is provided on the eastern side of the road.</p> <p>To facilitate the inclusion of an additional turning lane the roadway will be widened into existing grassed area to the east of the roadway. The existing boundary hedgerow will be removed to facilitate the works.</p>	<ul style="list-style-type: none"> • WP015
15.7	<p>Porterstown Road / Diswellstown Road Junction – Eastern Arm - the proposed layout maintains a single eastbound lane and develops the westbound right (north) turning filter lane earlier to increase right turning capacity. A footpath is to be provided on the northern side of the road.</p> <p>To facilitate the additional right (north) turning capacity the northern boundary of the roadway will widen into the amenity grassed area to the north. The existing stone boundary wall will be realigned to match the existing. It is anticipated that 1 no. small tree will be required to be replaced.</p>	<ul style="list-style-type: none"> • WP015
	General	
15.8	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.	<ul style="list-style-type: none"> • WP015
15.9	Establish construction sites and compounds at two locations along the Porterstown / Diswellstown Road including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	<ul style="list-style-type: none"> • WP015
15.10	Construct services and utility diversions and connections as shown indicatively on the drawings.	<ul style="list-style-type: none"> • WP015

Works No.	Description	Drawing No.
15.11	Provide traffic management measures in the vicinity of the construction site, including temporary road closures, redirection of traffic in the area and making good any damage to the roadway.	<ul style="list-style-type: none"> • WP015
15.12	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	<ul style="list-style-type: none"> • WP015
15.13	Installation of new fencing along rail boundary and temporary works areas for these works.	<ul style="list-style-type: none"> • WP015

16. Railway Order - Sheet 16 (13.0 – 14.0km)

Works No.	Description	Drawing No.
16.1	Decommissioning, demolition, and site clearance of the existing level crossing on the R121 Clonsilla Road. Remove existing level crossing infrastructure and provide secure gated access for Irish Rail at the existing level crossing.	• WP016
16.2	Provide a new pedestrian bridge to the west of the closed level crossing over the railway and Royal Canal with new pedestrian and cycle facilities provided.	• WP016
16.3	Online road reconfiguration of the existing R121 Clonsilla Road and Hansfield Road north of the closed level crossing including road reconfiguration, provision of pedestrian and cycle facilities, parking spaces, and drop-off facilities.	• WP016
16.4	Online road reconfiguration of the existing R121 Clonsilla Road south of the closed level crossing to provide pedestrian and cycle facilities, accesses with turning and drop-off facilities.	• WP016
16.5	Construction of a new rail siding east of Clonsilla Station and the R121 Clonsilla Road south of the rail line	• WP016
16.6	Construction of a low-voltage, principal supply point building and signalling equipment building south of the rail line and east of Clonsilla Station and the R121 Clonsilla Road including a new access from the Clonsilla Road.	• WP016
16.7	Construction of new and realigned accesses and roads to provide access to properties.	• WP016
16.8	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.	• WP016
16.9	Establish construction sites and compounds at two locations including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP016

Works No.	Description	Drawing No.
16.10	Construct services and utility diversions and connections as shown indicatively on the drawings.	<ul style="list-style-type: none"> • WP016
16.11	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.	<ul style="list-style-type: none"> • WP016
16.12	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	<ul style="list-style-type: none"> • WP016
16.13	Installation of new fencing along rail boundary and temporary works areas for these works.	<ul style="list-style-type: none"> • WP016

17. Railway Order - Sheet 17 (14.0 -15.0km and 0.0 -1.0 km Dunboyne Line)

Works No.	Description	Drawing No.
17.1	Decommissioning, demolition, and site clearance of the existing level crossing on Barberstown Lane. Removal of existing level crossing infrastructure and provide secure gated access for Irish Rail at the existing level crossing.	• WP017
17.2	Provide new roundabout at the R121 Kellystown Road including pedestrian and cycle facilities at the tie-in to the new Barberstown level crossing replacement	• WP017
17.3	Construction of new and realigned accesses and roads to provide access to properties.	• WP017
17.4	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP017
17.5	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.	• WP017
17.6	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP017

18. Railway Order - Sheet 18 (1.0-2.0km)

Works No.	Description	Drawing No.
18.1	Provision of a traction substation located at the south of the railway, near Hansfield Station, on its eastern side.	• WP018
18.2	Provision of a new 175m long access road for the substation access to Barberstown Lane North.	• WP018
18.3	Track lowering beneath UBCN286 Barnhill Bridge for approximately 280m to achieve required minimum clearance for OHLE.	• WP018
18.4	Construction of new and realigned accesses and roads to provide access to properties.	• WP018
18.5	Prepare the sites and compound 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.	• WP018
18.6	Establish construction sites and compounds west of the proposed Barnhill to Ongar link Road with access onto Barberstown Lane North and south of Hansfield Station, including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP018
18.7	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.	• WP018
18.8	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP018

19.Railway Order - Sheet 19 (2.0-3.0km)

Works No.	Description	Drawing No.
19.1	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP019

20.Railway Order - Sheet 20 (3.0-4.0km)

Works No.	Description	Drawing No.
20.1	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	<ul style="list-style-type: none">• WP020

21. Railway Order - Sheet 21 (4.0-5.0km)

Works No.	Description	Drawing No.
21.1	Parapet heightening on UBCN290 Dunboyne Footbridge and on UBCN291 Dunboyne Station with an installation of a low-level solid sheet panel 1.20 m high along the front of the existing parapet.	• WP021
21.2	Track lowering beneath UBCN290/290A Dunboyne Bridge for 310m to achieve required clearance for OHLE.	• WP021
21.3	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.	• WP021
21.4	Establish construction site and compound including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP021
21.5	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP021
21.6	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.	• WP021
21.7	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP021
21.8	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP021

22. Railway Order - Sheet 22 (5.0-6.0km)

Works No.	Description	Drawing No.
22.1	Provision of a traction substation and low-voltage principal supply point building located east of the railway and to the northern side of Dunboyne Station. The road access will be through the existing access to the station and parking area, with modifications to the parking layout at the station.	• WP022
22.2	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.	• WP022
22.3	Establish construction sites and compounds location including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP022
22.4	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP022
22.5	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.	• WP022
22.6	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP022
22.7	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP022

23. Railway Order - Sheet 23 (6.0 – 7.0km)

Works No.	Description	Drawing No.
23.1	Provision of a traction substation and low-voltage principal supply point building west of the railway and to the south of the at the M3 Parkway Station. The road access will be through the existing access in the station and parking area.	• WP023
23.2	Construction of a signalling equipment building west of the rail line and north of the proposed traction substation.	• WP023
23.3	Parapet heightening on OBCN295A M3 Parkway Station with an installation of a low-level solid sheet panel 1.20m high along the front of the existing parapet.	• WP023
23.4	Prepare the sites and compound 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.	• WP023
23.5	Establish construction sites and compounds at three locations including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP023
23.6	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP023
23.7	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.	• WP023
23.8	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP023
23.9	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP023

24. Railway Order - Sheet 24 (14-15km)

Works No.	Description	Drawing No.
24.1	Construction of two new sidings north of M3 Parkway Station. The current tracks that extend past the station are to be adapted for use as sidings, extending the double track and terminating it 130m before the current track end.	• WP024
24.2	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP024

25. Railway Order - Sheet 25 (15.0 – 16.0km)

Works No.	Description	Drawing No.
25.1	Proposed new road and bridge over railway line and royal canal to tie into proposed Barnhill to Ongar distributor road to the north off the rail and canal. The Barnhill-Ongar Road to be developed by Fingal County Council under a separate project	• WP025
25.2	Tie-in to roundabout at the new R121 Kellystown Road south of the railway line including pedestrian and cycle facilities at the tie-in to the new Barberstown level crossing replacement.	• WP025
25.3	Construction of new Barberstown Lane off the proposed Barnhill to Ongar distributor road to the west of the new road and bridge over railway line.	• WP025
25.4	Construction of new and realigned accesses and roads to provide access to properties.	• WP025
25.5	Construction of stormwater retention ponds, access, fencing and drainage.	• WP025
25.6	Prepare the site and compound 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.	• WP025
25.7	Establish construction site and compounds at three locations including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP025
25.8	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP025
25.9	Provide traffic management measures in the vicinity of the construction site, including temporary road closures, redirection of traffic in the area and making good any damage to the roadway.	• WP025
25.10	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP025
25.11	Installation of new and replacement walls and fencing.	• WP025

Works No.	Description	Drawing No.
<u>25.12</u>	<u>Agricultural underpass providing access under the proposed new Barberstown level crossing replacement road.</u>	• <u>WP025</u>

26. Railway Order - Sheet 26 (16.0 – 17.0km)

Works No.	Description	Drawing No.
26.1	Track lowering for approximately 530m beneath OBG13 Collins Bridge rail bridge up to 583mm to obtain the required OHLE clearance.	• WP026
26.2	Parapet heightening on OBG13 Collins Rail Bridge to prevent electric shock that arises from the installation of the new Overhead Line Equipment (OHLE) using similar masonry construction and providing angular coping stone. <u>using a metal mesh parapet on top of the historic stone parapet with a structural support inserted through the stone parapet and founded in the deck at 2 m spacing. There will then be intermediate supports every 400 mm that will sit on top of the existing stone parapet. The support joints will be welded together and the solid metal panel required up to a height of 1.2 m will also be welded to the upright supports. IP2X mesh will then be installed up to the required height of 1.8 m.</u>	• WP026
26.3	A proposed longitudinal gravity drain is proposed to collect water from the low point at UBG13B to gravity outfall out approximately 200m to the west, outfalling to an existing drain on the eastern side of St. Catherine's Park.	• WP026
26.4	Construction new signalling gantry cantilever	• WP026
26.5	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.	• WP026
26.6	Establish construction sites and compounds southwest of Collins Bridge including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP026
26.7	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP026
26.8	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.	• WP026

Works No.	Description	Drawing No.
26.9	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP026
26.10	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP026

27. Railway Order - Sheet 27 (17-18km)

Works No.	Description	Drawing No.
27.1	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP027
27.2	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP027

28. Railway Order - Sheet 28 (18.0 – 19.0km)

Works No.	Description	Drawing No.
28.1	Deck reconstruction of the OBG14 Cope Bridge with a precast arch deck solution. The new arched bridge deck to be installed 330mm higher than the original bridge arch position.	• WP028
28.2	Parapet heightening to 1.8m on OBG14 Cope Bridge where a steeple coping is to be placed above the existing parapet.	• WP028
28.3	Parapet heightening on OBG14A Leixlip Confey Station Footbridge with an installation of a low-level solid sheet panel 1.20m high along the front of the existing parapet to protect against electrocution.	• WP028
28.4	Construction of two new footbridges both east and west of Cope bridge, spanning the railway and canal with pedestrian and cycle facilities	• WP028
28.5	Provision of a traction substation and low-voltage principal supply point building east of Cope Bridge and south of the rail line in Glendale housing estate lands.	• WP028
28.6	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.	• WP028
28.7	Establish construction sites and compounds at three locations including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP028
28.8	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP028
28.9	Raising of exiting electricity poles north and south of the rail to provide the required clearances between the rail electrification and electricity supply lines.	• WP028
28.10	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.	• WP028

Works No.	Description	Drawing No.
28.11	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP028
28.12	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP028

29. Railway Order - Sheet 29 (19.0 – 20.0km)

Works No.	Description	Drawing No.
29.1	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP029
29.2	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP029

30. Railway Order - Sheet 30 (20.0 – 21.0km)

Works No.	Description	Drawing No.
30.1	Raising deck level by 290mm of the OBG16 Louisa Bridge to obtain sufficient clearance for the OHLE.	• WP030
30.2	Parapet heightening to 1.8m on OBG16 Louisa Bridge using a Section type BR-1, where a steeply coping is to be placed above the existing parapet.	• WP030
30.3	Construction of a telecommunications equipment building south of the rail line and southwest of the existing Louisa Bridge Station.	• WP030
30.4	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.	• WP030
30.5	Establish construction sites and compounds at two locations including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP030
30.6	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP030
30.7	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.	• WP030
30.8	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP030
30.9	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP030

31.Railway Order - Sheet 31 (21.0 – 22.0km)

Works No.	Description	Drawing No.
31.1	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP031
31.2	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP031

32. Railway Order - Sheet 32 (22.0 – 23.0km)

Works No.	Description	Drawing No.
32.1	Decommissioning, demolition, and site clearance of the existing level crossing on Blakestown / Deey Bridge / Lock 13 (Royal Canal). Removal of existing level crossing infrastructure and provide secure gated access for Irish Rail at the existing level crossing.	• WP032
32.2	Traction substation will be located at the south of the railway, and west of the existing level crossing.	• WP032
32.3	Provision of replacement access for landowner including internal access south of the proposed substation	• WP032
32.4	Construction of application service provider building south of the rail line and northeast of the substation.	• WP032
32.5	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.	• WP032
32.6	Establish construction sites and compounds at one location including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP032
32.7	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP032
32.8	Raising of exiting electricity poles north and south of the rail to provide the required clearances between the rail electrification and electricity supply lines.	• WP032
32.9	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.	• WP032
32.10	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP032

Works No.	Description	Drawing No.
32.11	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP032

33. Railway Order - Sheet 33 (23.0 – 24.0km)

Works No.	Description	Drawing No.
33.1	Track lowering of up to 459mm for approximately 500m beneath OBG18 Pike Bridge to obtain the required OHLE clearance.	• WP033
33.2	Parapet heightening on OBG18 Pike Bridge to prevent electric shock from the installation of the new Overhead Line Equipment (OHLE) using similar masonry construction and providing angular coping stone. <u>using a metal mesh parapet on top of the historic stone parapet with a structural support inserted through the stone parapet and founded in the deck at 2 m spacing. There will then be intermediate supports every 400 mm that will sit on top of the existing stone parapet. The support joints will be welded together and the solid metal panel required up to a height of 1.2 m will also be welded to the upright supports. IP2X mesh will then be installed up to the required height of 1.8 m.</u>	• WP033
33.3	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.	• WP033
33.4	Establish construction sites and compound at one location including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP033
33.5	Raising of existing electricity poles north and south of the rail to provide the required clearances between the rail electrification and electricity supply lines.	• WP033
33.6	Construct services and utility diversions and connections, as shown indicatively on the drawings.	• WP033
33.7	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.	• WP033
33.8	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP033

Works No.	Description	Drawing No.
33.9	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP033

34. Railway Order - Sheet 34 (24.0 – 25.0km)

Works No.	Description	Drawing No.
34.1	Raising of existing electricity poles north and south of the rail to provide the required clearances between the rail electrification and electricity supply lines.	• WP034
34.2	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP034
34.3	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP034

35. Railway Order - Sheet 35 (25.0 – 26.0km)

Works No.	Description	Drawing No.
35.1	Raising of existing electricity poles north and south of the rail to provide the required clearances between the rail electrification and electricity supply lines.	• WP035
35.2	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP035
35.3	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP035

36. Railway Order - Sheet 36 (26.0 – 27.0km)

Works No.	Description	Drawing No.
36.1	Maynooth Station will require track modifications to improve the existing siding west of the Station and make them suitable for the use of one FLU (Full Length Unit or 8-car unit). Modifications to the crossover placed to the Down siding operation to the alignment of the tracks at the entrance to the station platforms to remodel the platforms, by reducing their length on the western side and extending them on the eastern side.	<ul style="list-style-type: none"> • WP036
36.2	Parapet heightening on OBG20 Maynooth Station Bridge with an installation of a low-level solid sheet panel 1.20m high along the front of the existing parapet and an expanded metal sheet above up to 1.80m to protect against electrocution.	<ul style="list-style-type: none"> • WP036
36.3	Maynooth Traction Substation is proposed at the entrance to the southern parking area of Maynooth station off the R406. This location conflicts the access road to the station will have to be modified at the substation location and at the footway. The existing road access will be relocated towards the south, while the pedestrian ramp will be reconstructed and diverted behind the substation, affording people with impaired mobility access to the station. Nine parking areas will be impacted upon while none of disability spaces will be impacted.	<ul style="list-style-type: none"> • WP036
36.4	Construction of a low-voltage principal supply point building and signalling equipment building south of the rail line and west of the existing Maynooth Station buildings.	<ul style="list-style-type: none"> • WP036
36.5	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.	<ul style="list-style-type: none"> • WP036
36.6	Establish construction sites and compound at one location including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	<ul style="list-style-type: none"> • WP036
36.7	Construct services and utility diversions and connections as shown indicatively on the drawings.	<ul style="list-style-type: none"> • WP036

Works No.	Description	Drawing No.
36.8	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.	<ul style="list-style-type: none"> • WP036
36.9	Raising of existing electricity poles north and south of the rail to provide the required clearances between the rail electrification and electricity supply lines.	<ul style="list-style-type: none"> • WP036
36.10	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	<ul style="list-style-type: none"> • WP036
36.11	Installation of new fencing along rail boundary and temporary works areas for these works.	<ul style="list-style-type: none"> • WP036

37. Railway Order - Sheet 37 (27.0 – 28.0km)

Works No.	Description	Drawing No.
37.1	Upgrade of the rail line from a single line to a twin-track between Maynooth Railway Station and the new depot. A new, off-line alignment, south of the existing track, begins at, the western side of the Maynooth urban area and extends past the eastern entrance to the Depot, over 1.5km.	• WP037
37.2	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP037
37.3	Raising of exiting electricity poles north and south of the rail to provide the required clearances between the rail electrification and electricity supply lines.	• WP037
37.4	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.	• WP037
37.5	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	• WP037
37.6	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP037

38. Railway Order - Sheet 38 (28.0 – 29.0km)

Works No.	Description	Drawing No.
38.1	Off-line alignment, south of the existing rail track and widening to twin track including new bridges over the Lyreen River (UBG22A) and the existing L5041 local road (UBG22B) and over the tributary to the Lyreen River (UBG22C).	• WP038
38.2	<p>The existing L5041 at Jackson's Bridge to be closed to vehicular access with a cul-de-sac created north and south of realigned railway track for vehicular traffic while continued access to be maintained for pedestrians and cyclists with a new bridge under the realigned rail line east the existing L5041(UBG22A).</p> <p>New roundabout to be constructed online of existing L5041.</p> <p>L5041 to be realigned south and to the west of Jackson's Bridge to tie in with the roundabout and new access road to the depot and the new realigned R148.</p>	• WP038
38.3	Provision of flood compensatory storage areas, to manage displaced flood waters and flood risk impacts on the existing drainage regime due to hydraulic constraints.	• WP038
38.4	Modifications to 220kV ESB Transmission line to achieve the require clearances over the proposed rail line diversion including removal of existing tower to the north of the canal and construction of replacement tower.	• WP038
38.5	Provision of an eastern connection from the Depot to the railway mainline.	• WP038
38.6	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.	• WP038
38.7	Establish construction sites and compounds at two locations including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP038
38.8	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP038

Works No.	Description	Drawing No.
38.9	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.	<ul style="list-style-type: none"> • WP038
38.10	Construction of attenuation pond to manage runoff from depot and associated works.	<ul style="list-style-type: none"> • WP038
38.11	Construction of new turning heads north and south of the canal and rail on the existing L5041.	<ul style="list-style-type: none"> • WP038
38.12	New right of way to be established south of the canal and Rail off the L5041 to the east to provide access to the flood compensation areas for maintenance	<ul style="list-style-type: none"> • WP038
38.13	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	<ul style="list-style-type: none"> • WP038
38.14	Installation of new fencing along rail boundary and temporary works areas for these works.	<ul style="list-style-type: none"> • WP038

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.	<ul style="list-style-type: none"> • WP039
39.18	Electrification of the existing rail line along with signalling and telecommunications infrastructure including installation of overhead electrification equipment.	<ul style="list-style-type: none"> • WP039
39.19	Installation of new fencing along rail boundary and temporary works areas for these works.	<ul style="list-style-type: none"> • 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

Works No.	Description	Drawing No.
40.11	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.	• WP040
40.12	Installation of new fencing along rail boundary and temporary works areas for these works.	• WP040

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.	<ul style="list-style-type: none"> • 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.	<ul style="list-style-type: none"> • WP042
42.3	Landscaping works will comprise a combination of existing landscaped banks and newly planted areas.	<ul style="list-style-type: none"> • WP042
42.4	Access to the MSDC and surrounding properties from the R122 regional road will be maintained.	<ul style="list-style-type: none"> • WP042
42.5	A new proposed storage building will be constructed towards the east of the existing building. <u>The use of a portion of a storage building previously approved under planning registration reference Fingal County Council F21A/0667 (Granted 19 December 2022).</u>	<ul style="list-style-type: none"> • WP042
42.6	Existing attenuation storage ponds for overflow drainage will be retained.	<ul style="list-style-type: none"> • WP042
42.7	Temporary offices, <u>welfare facilities</u> , workshops, hardstanding and sheds to be provided for the assembly, storage and management of materials and plant for the construction of the project	<ul style="list-style-type: none"> • WP042