

# Dart Plus West

Traffic Management & Plans

AN BORD PLEANÁLA	
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LTR DATED	FROM
LDG-	
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S. Collins



Road L5041 between Lyreen Bridge and Crinstow Cross. No HGV allowed on this road and yet anticipated to remove several thousand cubic meters of spoil from new road at Jacksons Bridge down this narrow road that is used extensively by college traffic to access Maynooth.

# Construction Compound and Haulage Routes L5041

See last note . No alternative access is needed.

The depot is projected to take 30 months to complete with a further 12 months for the PW maintenance compound. 280,000 cubic meters required for the construction of the depot embankment. it would appear in essence there is going to be a Moat formed around the depot to prevent ingress of water



The possession strategy is to utilise daytime project construction working hours, as set out in Section 5.2.1, as much as possible because most of the activities are offline from the railway line. There is minimum impact on the railway where the connections to mainline are after the double tracking works are complete. For the OBG24 demolition a full weekend closure is needed.

It is important to note that the depot is phased in two construction stages. Phase 1 is where the depot will be built with the half of the stabling tracks considering an initial stage of 300 EMU. The final design stage considers 15 tracks for 30 FLU. Consequently, this first phase would consider 8 tracks for 16 FLU. In a future when the fleet increases its size, the phase 2 will consist of building the rest of the stabling tracks.

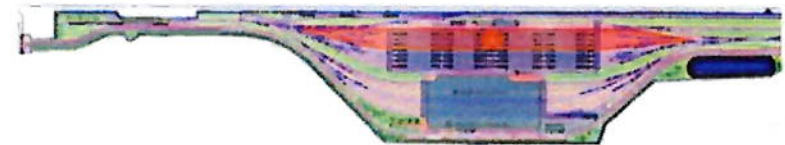


Figure 5-385 Depot stabling area to be constructed in Phase 2

## 5.9.10.3 Construction compounds and haulage routes

The depot's two main construction compounds are related to the Track compound (CC-DEP-S7-UP-93370-U) and SET compound (CC-DEP-S7-93060-D), which are located immediately adjacent to the depot's location. Vehicles delivering to the site are expected to access from R148 road from the M4 motorway.

The depot construction begins after new access road/OBG23A is completed. The access to local roads is from the new OBG23A and L5041 diversion, so no other alternative access is needed.



Figure 5-386 Depot siding construction compound and haulage route