

Work Item No.

- 1841.07** Construct a 10 metre long contiguous bored pile retaining wall with a maximum wall height of 2.9 metres. The wall is located to the south of and runs parallel to the Railway, and to the east of the proposed Park West Station, as shown
- in plan on Plan Nos. 1841 & G001, and
 - in section on Plan No. G001.
- 1841.08** Construct a 170 metre length of cutting with a maximum depth of 3.7 metres. The cutting is located to the south of and runs parallel to the Railway, and to the east of Park West Station, as shown
- in plan on Plan Nos. 1841 & G002, and
 - in section on Plan No. G002.
- 1841.09** Construct a 10 metre long contiguous bored pile retaining wall with a maximum wall height of 2.1 metres. The wall is located to the south of and runs parallel to the Railway, and to the east of the proposed Park West Station, as shown
- in plan on Plan No. 1841 & G001, and
 - in section on Plan No. G001.
- 1841.10** Construct a 80 metre length of cutting with a maximum depth of 3.7 metres. The cutting is located to the south of and runs parallel to the Railway to the east of the proposed Park West Station, as shown
- in plan on Plan Nos. 1841 & G002, and
 - in section on Plan No. G002.
- 1841.11** Construct a 290 metre length of cutting with a maximum depth of 3.6 metres. The cutting is located to the south of and runs parallel to the Railway at the proposed Park West Station, as shown
- in plan on Plan Nos. 1841, 1842 & G002, and
 - in section on Plan No. G002.
- 1841.12** Construct 2 No. temporary access roads to the south of the Railway and to the east of the proposed Park West Station, as shown
- in plan on Plan Nos. 1841 & L001, and
 - in section on Plan No. L001.

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- 1841.13** Demolish and remove the remaining stone abutments and wing walls to the previously partially demolished Cherry Orchard West overbridge No. 9 as shown
- in plan on Plan Nos. 1841 & B006, and
 - in section on Plan No. B006.
- 1841.14** Construct a 42 metre long crib wall with back slope and a maximum wall height of 2.5 metres. The wall is located to the north the Railway, and to the east of the Park West Avenue, Overbridge 9A as shown,
- in plan on Plan Nos. 1841, G001 and
 - in section on Plan No. G001.
- 1841.15** Construct a 100 metre long contiguous bored piled retaining wall with a maximum wall height of 2.5 metres. The wall is located to the north the Railway, and to the east of the Park West Avenue, Overbridge 9A as shown,
- in plan on Plan Nos. 1841 & G001, and
 - in section on Plan No. G001.
- 1842.01** Construct 115 metres of gabion retaining wall with a maximum wall height of 1.5m. The wall is located to the north of the railway and to the west of the M50 motorway overbridge as shown,
- in plan on Plan Nos. 1842, and
 - in section on Plan No. G001.
- 1842.02** Demolish the existing Cloverhill Road overbridge and construct a new single span, integral type overbridge No. 11 on a similar alignment, as shown
- in plan on Plan Nos. 1842, 1843, B007 & B009,
 - in elevation on Plan No. B007, and
 - in section on Plan Nos. B007, B008 & B009.

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- 1842.03** Construct a 95 metre long contiguous bored pile retaining wall with a maximum wall height of 2.9 metres. The wall is located to the north of and runs parallel to the Railway, and to the east of the Cloverhill Road overbridge (No. 11), as shown
- in plan on Plan Nos. 1842 & G001, and
 - in section on Plan No. G001.
- 1842.04** Carry out minor cut and fill to a maximum depth or height of 1.7 metres to provide the new formation over a 440 metre long section to the south of the Railway. The section is located to the west of the M50 overbridge (No. 10), as shown
- in plan on Plan Nos. 1842 & G002, and
 - in section on Plan No. G002.
- 1842.05** Proposed reinstatement of highway junction to Crag Avenue as shown,
- in plan on Plan No. 1842.
- 1842.06** Use Crag Crescent as a temporary construction access roads, as shown
- in plan on Plan Nos. 1842
- 1842.07** Use road network in Cloverhill Industrial Estate as temporary construction access roads, as shown
- in plan on Plan Nos. 1842
- 1842.08** Construct 255 metres of gabion retaining wall with a maximum wall height of 800 mm at a location south of Cloverhill Industrial Estate, as show,
- in plan on Plan Nos. 1842, and
 - in section on Plan No. G001.

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1842.09 Carry out minor cut and fill to a maximum depth or height of 2 metres to provide the new formation over a 226 metre long section to the north of the Railway. The section is located to the west of the M50 overbridge (No. 10), as shown

- in plan on Plan No. 1842, and

- in section on Plan No. G002.

1843.01 Demolish the existing Ninth Lock - Neilstown Road overbridge and construct a new double span, integral type overbridge No. 13 immediately to the west of the existing alignment, as shown

- in plan on Plan Nos. 1843, B010 & B011,

- in elevation on Plan No. B011, and

- in section on Plan Nos. B010 & B011.

1843.02 Demolish and close the existing Clondalkin Station including the removal of both single faced platforms, the passenger footbridge No. 12 and station house. The site is to be landscaped as shown

- in plan on Plan Nos. 1843 & S001.

1843.03 Construct the new Fonthill Road Station adjacent to the east of the existing Fonthill Road Bridge. Access to the station will be at high level from Fonthill Road and at low level from the car park and Clondalkin via the cycle / footpath. The station will comprise the following:

Station facilities will be provided on the high level concourse.

175m long Island platform and North platform served by lift and staircases from the high level concourse / station access. Platforms will have waiting shelters for 36 people per platform.

There will be a 200 space car park including 12 mobility impaired car parking spaces along with 36 bicycle storage spaces with stair and lift access to the station concourse. There will be a pick-up / drop-off point, a taxi rank for 5 taxis and an option for additional bus lay-bys in the future if required.

Toilet facilities will be provided.

24hr automatic ticket sales and manned ticket sales (limited hours)

Provision of a temporary down fast platform 175 m long.

These features are as shown,

- in plan on Plan Nos. 1843, S004 & S005, and

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- in elevation on Plan No. S005.

1843.04 NOT USED

1843.05 NOT USED

1843.06 Carry out minor cut and fill to a depth of 0.9 metres to provide the new formation over a 1075 metre length to the north of the Railway, to the west of the proposed Fonthill Road Station, as shown

- in plan on Plan Nos. 1843, 1844 & G002, and

- in section on Plan No. G002.

1843.07 Construct a 195 metre length of cutting with a maximum depth of 1.2 metres. The cutting is located to the south of and runs parallel to the Railway, and to the west of the Cloverhill Road overbridge (No. 11), as shown

- in plan on Plan Nos. 1843 & G002, and

- in section on Plan No. G002.

1843.08 Construct a 180 metre length of cutting with a maximum depth of 0.5 metres. The cutting is located to the south of and runs parallel to the Railway, and to the east of the Ninth Lock – Neilstown Road overbridge (No. 13), as shown

- in plan on Plan Nos. 1843 & G002, and

- in section on Plan No. G002.

1843.09 Construct a 350 metre length of cutting with a maximum depth of 1.1 metres. The cutting is located to the south of and runs parallel to the Railway, and to the west of the Ninth Lock – Neilstown Road overbridge (No. 13), as shown

- in plan on Plan Nos. 1843 & G002, and

- in section on Plan No. G002.

1843.10 Construct a 275 metre length of cutting with a maximum depth of 1.2 metres. The cutting is located to the south of and runs parallel to the Railway, and to the west of the proposed Fonthill Road Station, as shown

- in plan on Plan Nos. 1843, 1844 & G002, and

- in section on Plan No. G002.