

FIRST SCHEDULE

Article 5 (2).

**PART 1: DESCRIPTION OF THE RAILWAY WORKS AUTHORISED
BY THIS ORDER**

Area 19

Work No.1

A light railway approximately 547 metres in length consisting of double and single lines of light railway connecting to the existing track system, commencing at match line O, on the existing railway approximately 52 metres east of the centre of the existing Belgard stop, and running in a south westerly direction and then in a westerly direction and ending at match line A, at the north-western end of Cookstown Reservoir, as shown on Plan No.A1-RO 19 O-A.

Work No. 2

A light railway approximately 490 meters in length consisting of double light railway connecting to the existing track system, commencing at match line A, to the north of Cookstown Reservoir, and running in a westerly direction south of and adjacent to the Embankment Road (to be constructed by others) and crossing the footprint of the existing roundabout junction of Cookstown Way and Cookstown Road, (to be reconfigured), at grade and ending at match line B, as shown on Plan No.A1-RO 19 A-B.

Work No.3

A light railway approximately 482 meters in length consisting of double lines of light railway commencing at match line B and running from Cookstown Road (to be reconfigured) in a south westerly direction, north of Belgard Green and Fettercairn Youth project and running south of and adjacent to the Embankment Road (to be constructed by others) and ending at match line C as shown on Plan No.A1-RO 19 B-C.

Work No.4

A light railway approximately 457 meters in length consisting of double lines of light railway commencing at match line C and running in a south westerly direction north of Fettercairn Market Square and continuing to the north of the boundary of Kilmartin Crescent/Kilmartin Gardens and running south of and adjacent to the Embankment Road (to be constructed by others) and ending at match line D north of Kilmartin Park as shown on Plan No.A1-RO 19 C-D.

Work No.5

A light railway approximately 370 meters in length consisting of double lines of light railway commencing at match line D and running in a south westerly direction north of the boundary of Kilmartin Drive and crossing the junction of the Outer Ring Road and Embankment Road (to be constructed by others) at grade and ending at match line E as shown on Plan No.A1-RO 19 D-E.

Work No.6

A light railway approximately 482 meters in length consisting of double lines of light railway commencing at match line E and running in a south westerly direction north of

the boundary of the Brookview housing estate and ending at match line F as shown on Plan No.A1-RO 19 E-F.

Work No.7

A light railway approximately 360 meters in length consisting of double lines of light railway commencing at match line F and running in a south westerly direction north of the boundary of the Ard Mor housing estate and south of the existing ESB Citywest Substation and ending at match line G as shown on Plan No.A1-RO 19 F-G.

Work No.8

A light railway approximately 437 meters in length consisting of double lines of light railway commencing at match line G and running in a south westerly direction through the Citywest Campus lands and crossing the Citywest Road at grade and ending at match line H as shown on Plan No.A1-RO 19 G-H.

Work No.9

A light railway approximately 344 meters in length consisting of double lines of light railway commencing at match line H and running in a south westerly direction and then running in a westerly direction to the north of and adjacent to Fortunestown Lane (to be re-aligned and upgraded by others) and ending at match line O as shown on Plan No.A1-RO 19 H-O.

Area 20

Work No.1

A light railway approximately 340 meters in length consisting of double lines of light railway commencing at match line O and running in a westerly direction north of and adjacent to Fortunestown Lane and crossing the roadway entrance to the Carrig housing estate, at grade, and continuing in a westerly direction north of and adjacent to Fortunestown Lane (to be realigned) and ending at match line A as shown on Plan No.A1-RO 20 O-A.

Work No.2

A light railway approximately 512 meters in length consisting of double lines of light railway commencing at match line A and running in a north-westerly direction and crossing the footprint of the existing roundabout junction of Fortunestown Lane, (to be reconfigured), at grade and then continuing in a westerly direction north of and adjacent to Fortunestown Lane and ending at match line O as shown on Plan No.A1-RO 20 A-O.

FIRST SCHEDULE

Article 5 (3).

PART 2: FURTHER RAILWAY WORKS AUTHORISED BY THIS ORDER

Area 19

Work No.1

Remove the southern platform of the existing Belgard stop, construct two new platforms, construct canopies at the revised stop and associated passenger interchange facilities, bicycle parking, bus set-down and pick-up and taxi drop-off facilities and with access footpaths and hard and soft landscape areas in the general vicinity as shown on Plan No.A1-RO 19 O-A and as shown in more detail on Plan No.A1-ST 19 O-A.

Work No.2

Remove the existing boundary wall to the north of the existing Stop. Construct an additional technical cubicle near the existing technical cubicle located approximately 62 metres south west of the western end of the platforms of Belgard stop on the southern side of the existing and proposed light railway as shown on Plan No.A1-RO 19 O-A and as also shown on Plan No.A1-ST 19 O-A.

Work No.3

Construct a boundary fence at the connection to the existing track system. Reconfigure the junction of Cookstown Way and Cookstown Road eliminating the existing roundabout and establishing a temporary T-junction (existing roundabout junction of Cookstown Road and Cookstown Way to be reconfigured) and remove existing Factory entrance and relocate as shown on Plan No.A1-RO 19 A – B.

Work No.4

Demolish part of the existing boundary wall and railing to the Cairnwood housing estate and construct a realigned boundary wall, realign existing footpath and cycleway and demolish part of the existing boundary wall to the Cookstown Road and construct a realigned boundary wall as shown on Plan No.A1-RO 19 A – B.

Work No.5

Re-alter the layout of Cookstown Road and realign existing footpath and cycleway as shown on Plan No.A1-RO 19 B-C.

Work No.6

Demolish part of the existing boundary wall to the Cairnwood housing estate and construct a realigned boundary wall, realign existing footpath and cycleway, demolish part of the existing boundary wall to the Cookstown Road and construct a realigned boundary wall and relocate existing wall to private entrance as shown on Plan No.A1-RO 19 B-C.

Work No.7

Construct a stop to be called "Fettercairn stop" with bicycle parking facilities, pedestrian and vehicular access to the Fettercairn Road and hard and soft landscape areas in the

general vicinity of Fettercairn stop as shown on Plan No.A1-RO 19 C-D and as shown in more detail on Plan No.A1-ST 19 C-D.

Work No.8

Remove the existing wall and fence at Fettercairn Market Square and construct proposed fence to the south of the proposed Fettercairn stop, construct a technical cubicle adjacent to the proposed Fettercairn stop as shown on Plan No.A1-RO-19 C-D and as also shown on Plan No.A1-ST 19 C-D.

Work No.9

Construct a footpath from the proposed Outer Ring Road as shown on Plan No. A1-RO-19 D-E.

Work No.10

Construct a stop to be called "Cheeverstown stop" south-east of Citywest Avenue including a retail kiosk with associated passenger interchange facilities, bicycle parking, bus set-down and pick-up and taxi rank facilities, and with access road layout and footpaths and hard and soft landscape areas in the general vicinity of Cheeverstown stop as shown on Plan No.A1-RO 19 E-F and as shown in more detail on Plan No.A1-ST 19 E-F.

Work No.11

Construct a surface level park and ride facility adjacent to and west of the proposed Cheeverstown stop with access road system and footpaths provided from the proposed Outer Ring Road and Citywest Avenue (existing Citywest Avenue to be completed to finished wearing course over its extent to the Citywest Road) as shown on Plan No.A1-RO 19 E-F and as shown in more detail on Plan Nos.A1-ST 19 E-F.

Work No.12

Construct an electricity sub-station and technical cubicle north-west of the proposed Cheeverstown stop with vehicular access to the walled-off substation to be provided from the proposed park and ride facility, as shown on Plan No.A1-RO 19 E-F and as shown in more detail on Plan No.A1-ST 19 E-F and on Plan No. A1-SS-19 E-F.

Work No.13

Construct a maintenance walkway south of the light railway between the proposed park and ride facility west of Cheeverstown Stop and continuing in a westerly direction ending at match line F and and construct a new boundary wall to the north of the Brookview housing estate as shown on Plan No.A1-RO 19 E-F

Work No.14

Construct a maintenance walkway south of the light railway starting at match line F and continuing in a westerly direction ending at match line G, construct a new boundary wall

to the north of the Ardmore housing estate, infill the existing ditch and construct a new culvert and extend the existing Citywest Avenue (existing Citywest Avenue to be completed to finished wearing course over its extent to the Citywest Road) as shown on Plan No. A1-RO 19 F-G.

Work No.15

Construct a technical cubicle adjacent to the existing ESB Citywest substation to serve the proposed Citywest Campus stop with access road layout and footpaths provided from Citywest Avenue as shown on Plan No. A1-RO-19 F-G

Work No.16

Demolish part of the existing boundary fence to the Ardmore housing estate, construct a realigned boundary fence and construct a new boundary wall to the north of the Ardmore housing estate and infill the existing ditch and construct a new culvert as shown on Plan No. A1-RO 19 G-H

Work No.17

Construct a stop to be called "Citywest Campus stop" west of the Ardmore Housing estate and on the Citywest Campus lands with associated passenger interchange facilities, including bicycle parking, bus set-down and pick-up and car drop-off facilities and with access road layout and footpaths provided from Citywest Avenue (existing Citywest Avenue to be completed to finished wearing course over its extent to the Citywest Road), and hard and soft landscape areas in the general vicinity of Citywest Campus stop as shown on Plan No. A1-RO 19 G-H and as shown in more detail on Plan No. A1-ST 19 G-H.

Work No.18

Construct a pedestrian walkway to the north of the light railway between the proposed Citywest Campus Stop and the Citywest Road and a maintenance walkway south of the light railway starting at match line G and ending at the stop as shown on Plan No. A1-RO 19 G-H.

Work No.19

Demolish derelict buildings, wall and entrance gate located west and within the footprint of the proposed Fortunestown stop and north of Fortunestown Lane as shown on Plan No. A1-RO 19 H-O.

Work No.20

Construct a stop to be called "Fortunestown stop" with bicycle parking facilities, pedestrian crossing across Fortunestown Lane and hard and soft landscape areas in the general vicinity of Fortunestown stop and remove existing fence as shown on Plan No. A1-RO 19 H-O and as shown in more detail on Plan No. A1-ST 19 H-O.

Work No.21

Construct a pedestrian walkway to the south of the light railway between the Citywest Road and leading to the proposed Fortunestown stop as shown on Plan No. A1-RO 19 H-O.

Work No.22

Construct a technical cubicle adjacent to the proposed Fortunestown stop as shown on Plan No. A1-RO-19 H-O and as also shown on Plan No. A1-ST 19 H-O.

Work No.23

Construct, demolish, re-align or alter the height of fences, railings, walls and walls with railings as shown on Plan Nos. A1-RO 19 O-A, A1-RO 19 A-B, A1-RO 19 B-C, A1-RO 19 C-D, A1-RO 19 D-E, A1-RO 19 E-F, A1-RO 19 F-G, A1-RO 19 G-H and A1-RO 19 H-O and plans referred to on these plans.

Area 20

Work No.1

Demolish derelict buildings and remove the existing fence located west of the proposed Fortunestown stop and north of Fortunestown Lane, construct a footpath, demolish part of the existing boundary wall and entrance piers to the Carrig Court housing estate and construct a realigned boundary wall and entrance piers to the Carrig Court housing estate and a pedestrian crossing as shown on Plan No. A1-RO 20 O-A.

Work No.2

Construct a footpath and reconfigure the junction of Fortunestown Lane eliminating the existing roundabout and establishing a 4-arm junction and remove the existing boundary fence as shown on Plan No. A1-RO 20 A-O.

Work No.3

Remove the existing ESB overhead power line and pylon and relocate it west of the proposed Saggart stop, to the north of Fortunestown Lane and west of the proposed electricity sub-station as shown on Plan No. A1-RO 20 A-O.

Work No.4

Construct a stop to be called "Saggart stop" with bicycle parking facilities, pedestrian crossing across Fortunestown Lane, provide a bus set down and pick-up / taxi rank facility adjacent to Saggart stop, hard and soft landscape areas in the general vicinity of Saggart stop and relocate existing cycle path as shown on Plan No. A1-RO 20 A-O and as shown in more detail on Plan No. A1-ST 20 A-O.

Work No.5

Construct an electricity sub-station and technical cubicle west of and adjacent to the proposed Saggart stop with vehicular access to the fenced-off substation to be provided from Fortunestown Lane, as shown on Plan No. A1-RO 20 A-O and as shown in more detail on Plan No. A1-ST 20 A-O and on Plan No. A1-SS-20 A-0.

Work No.6

Construct, demolish, re-align or alter the height of fences, railings, walls and walls with railings as shown on Plan Nos. A1-RO 20 O-A and A1-RO 20 A-O and plans referred to on these plans.