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Land Take

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Table of Abbreviations

Acronym	Meaning
AZ	Assessment Zone
CPO	Compulsory Purchase Order
DANP	Dublin Airport North Portal
DASP	Dublin Airport South Portal
DCC	Dublin City Council
DCDP	Dublin City Development Plan
EIAR	Environmental Impact Assessment Report
EPR	Emerging Preferred Route
ESBN	Electricity Supply Board Networks Ltd
FC	Football Club
FCC	Fingal County Council
FDP	Fingal Development Plan
GAA	Gaelic Athletic Association
ha	Hectares
LAP	Local Area Plan
LAS	Land Acquisition Strategy
LOD	Limits of Deviation
ME	Metro Economic Corridor
POPS	Property Owner Protection Scheme
PRAI	Property Registration Authority of Ireland (Land Registry)
RO	Railway Order
TBM	Tunnel-boring Machine
TII	Transport Infrastructure Ireland

21. Land Take

21.1 Introduction

This Chapter of the Environmental Impact Assessment Report (EIAR) assesses the impact of the MetroLink Project (hereafter referred to as the proposed Project), on land take during the Construction Phase and Operational Phase.

The Chapter assesses the impact of the MetroLink Project on residential, commercial and public areas located along the route and in particular those properties which will need to be acquired and or will be impacted by the proposed Project. This is collectively referred to as 'land take'.

This Chapter describes and assesses the likely direct and indirect significant effects of the proposed Project on land take, in accordance with the requirements of Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (i.e. the EIA Directive) (European Union, 2014a). The Emerging Preferred Route (EPR), which identified to a large degree the alignment (and associated land take) of the proposed Project, was subject to public consultation in 2018 (Chapter 8 Consultation). A review of the submissions arising from the public consultation, in addition to further design development, led to the development of the Preferred Route which was subject to further public consultation in April 2019 (Chapter 8 Consultation). The assessment of alternatives leading to the preferred alignment, and associated land take, is discussed in Chapter 7 of this EIAR (Description of the Alternatives), having regard to decisions made in the development of the EPR and the Preferred Route.

The assessment identifies and describes the likely significant effects arising from the proposed Project as described in Chapters 4 to 6 of this EIAR. The proposed Project description is based on the design prepared to inform the planning stage of the project and to allow for a robust assessment as part of the Environmental Impact Assessment (EIA) Process.

Where it is required to make assumptions as the basis of the assessment presented here, these assumptions are based on advice from competent project designers and are clearly outlined within this Chapter.

Land take impacts will include the permanent and temporary acquisition of legal interest(s) in property. All permanent and temporary land take required for the proposed Project is shown on the property drawings that accompany the RO application and on Figure 21.1.

This Chapter describes the baseline conditions associated with land take, examines the predicted impacts associated with both the construction and operation of the proposed Project, and where impacts cannot be avoided, proposes mitigation measures and identifies residual impacts following the implementation of mitigation measures.

The Planning Report included with the Railway Order (RO) submission considers land take associated with the proposed Project in the context of the planning policy framework and relevant national, regional and local planning strategies, plans and policy documents.

This Chapter does not consider land take associated with agricultural lands, utility diversions and public roads. These are assessed in the following chapters of this EIAR:

- Chapter 9 (Traffic & Transport);
- Chapter 22 (Infrastructure & Utilities); and
- Chapter 23 (Agronomy).

The impact of the proposed Project on protected structures (including national monuments), is detailed in:

- Chapter 26 (Architectural Heritage).

The impact of land take on biodiversity and on loss of public open space (including parks and sports grounds) is assessed within the following chapters and their appendices:

- Chapter 11 (Population & Land Use); and
- Chapter 15 (Biodiversity).

The impact of the proposed Project on public open spaces, as defined under relevant planning policies and development plans, is detailed in the RO application Planning Report.

Section 39(2)(b) of the Transport (Railway Infrastructure) Act 2001, as amended, specifies that an Environmental Impact Assessment Report (EIAR) must contain a description of the aspects of the environment that are likely to be significantly affected by the proposed Project. This Chapter of the EIAR has been prepared in order to fulfil this requirement in respect of land take (excluding public roadways and agricultural land).

Schedules submitted as part of the RO make reference to other aspects of land take not detailed here, including rights of way.

Limits of deviation have been set for the proposed Project and this is addressed in the Wider Effects Report annexed at Appendix A5.19.

21.2 Outline Project Description

A full description of the proposed Project is provided in the following Chapters of this EIAR:

- Chapter 4 (Description of the MetroLink Project);
- Chapter 5 (MetroLink Construction Phase); and
- Chapter 6 (MetroLink Operations & Maintenance).

Table 21.1 presents an outline description of the key proposed Project elements which are appraised in this Chapter. Diagram 21.1 presents an outline of the main elements of the proposed Construction Phase that are appraised in this Chapter and Diagram 21.2 presents an outline of the main elements of the Operational Phase of the proposed Project that are appraised in this chapter.

Table 21.1: Outline Description of the Principal Project Elements

Project Elements	Outline Description
Permanent Project Elements	
Tunnels	It is proposed to construct two geographically separate, single-bore tunnels, using a Tunnel Boring Machine (TBM). Each section of tunnel will have a 8.5m inside diameter and will contain both northbound and southbound rail lines within the same tunnel. These tunnels will be located as follows: <ul style="list-style-type: none"> ▪ The Airport Tunnel: running south from Dublin Airport North Portal (DANP) under Dublin Airport and surfacing south of the airport at Dublin Airport South Portal (DASP) and will be approximately 2.3km in length; and ▪ The City Tunnel: running for 9.4 km from Northwood Portal and terminating underground south of Charlemont Station.
Cut Sections	The northern section of the alignment is characterised by a shallow excavated alignment whereby the alignment runs below the existing ground level. Part of the cut sections are open at the top, with fences along the alignment for safety and security. While other sections are "cut and cover", whereby the alignment is covered.
Tunnel Portals	The openings at the end of the tunnel are referred to as portals. They are concrete and steel structures designed to provide the commencement or termination of a tunnelled section of route and provide a transition to adjacent lengths of the route which may be in retained structures or at the surface. There are three proposed portals, which are:

Project Elements	Outline Description
	<ul style="list-style-type: none"> ▪ DANP; ▪ DASP; and ▪ Northwood Portal. <p>There will be no portal at the southern end of the proposed Project, as the southern termination and turnback would be underground.</p>
Stations	<p>There are three types of stations: surface stations, retained cut stations and underground stations:</p> <ul style="list-style-type: none"> ▪ Estuary Station will be built at surface level, known as a 'surface station'; ▪ Seatown, Swords Central, Fosterstown Stations and the proposed Dardistown Station will be in retained cutting, known as 'retained cut stations'; and ▪ Dublin Airport Station and all 10 stations along the City Tunnel will be 'underground stations'.
Intervention Shaft	<p>An intervention shaft will be required at Albert College Park to provide adequate emergency egress from the City Tunnel and to support tunnel ventilation. Following the European Standard for safety in railway tunnels TSI 1303/2014: Technical Specification for Interoperability relating to 'safety in railway tunnels' of the rail system of the European Union, it has been recommended that the maximum spacing between emergency exits is 1,000m.</p> <p>As the distance between Collins Avenue and Griffith Park is 1,494m, this intervention shaft is proposed to safely support evacuation/emergency service access in the event of an incident. This shaft will also function to provide ventilation to the tunnel. The shaft will require two 23m long connection tunnels extending from the shaft, connecting to the main tunnel.</p> <p>At other locations, emergency access will be incorporated into the stations and portals or intervention tunnels will be utilised at locations where there is no available space for a shaft to be constructed and located where required (see below).</p>
Intervention Tunnels	<p>In addition to the two main 'running' tunnels, there are three shorter, smaller diameter tunnels. These are the evacuation and ventilation tunnels (known as Intervention Tunnels):</p> <ul style="list-style-type: none"> ▪ Airport Intervention Tunnels: parallel to the Airport Tunnel, there will also be two smaller diameter tunnels; on the west side, an evacuation tunnel running northwards from DASP for about 315m, and on the east side, a ventilation tunnel connected to the main tunnel and extending about 600m from DASP underneath Dublin Airport Lands. In the event of an incident in the main tunnel, the evacuation tunnel will enable passengers to walk out to a safe location outside the Dublin Airport Lands. ▪ Charlemont Intervention Tunnel: The City Tunnel will extend 320m south of Charlemont Station. A parallel evacuation and ventilation tunnel is required from the end of the City Tunnel back to Charlemont Station to support emergency evacuation of maintenance staff and ventilation for this section of tunnel.
Park and Ride Facility	<p>The proposed Park and Ride Facility next to Estuary Station will include provision for up to 3,000 parking spaces.</p>
Broadmeadow and Ward Rivers Viaduct	<p>A 260m long viaduct is proposed between Estuary and Seatown Stations, to cross the Broadmeadow and Ward Rivers and their floodplains.</p>
ESBN Substation and Grid Connections	<p>Grid connections will be provided via cable routes with the addition of new 110kV substations at DANP and Dardistown. (Approval for the proposed grid connections to be applied for separately but are assessed in the EIAR).</p>
Dardistown Depot	<p>A maintenance depot will be located at Dardistown. It will include:</p> <ul style="list-style-type: none"> ▪ Vehicle stabling; ▪ Maintenance workshops and pits; ▪ Automatic vehicle wash facilities; ▪ A test track; ▪ Sanding system for rolling stock; ▪ The Operations Control Centre for the proposed Project; ▪ A substation; ▪ A mast; and

Project Elements	Outline Description
	<ul style="list-style-type: none"> Other staff facilities and a carpark.
Operations Control Centre	The main Operations Control Centre (OCC) will be located at Dardistown Depot and a back-up OCC will be provided at Estuary.
M50 Viaduct	A 100m long viaduct to carry the proposed Project across the M50 between the Dardistown Depot and Northwood Station.
Temporary Project Elements	
Construction Compounds	There will be 34 Construction Compounds including 20 main Construction Compounds, 14 Satellite Construction Compounds required during the Construction Phase of the proposed Project. The main Construction Compounds will be located at each of the proposed station locations, the portal locations and the Dardistown Depot Location (also covering the Dardistown Station) with satellite compounds located at other locations along the alignment. Outside of the Construction Compounds there will be works areas and sites associated with the construction of all elements of the proposed Project, including an easement strip along the surface sections.
Logistics Sites	The main logistics sites will be located at Estuary, near Pinnock Hill east of the R132 Swords Bypass and north of Saint Margaret's Road at the Northwood Compound. (These areas are included within the 14 Satellite Construction Compounds).
Tunnel Boring Machine Launch Site	There will be two main tunnel boring machine (TBM) launch sites. One will be located at DASP which will serve the TBM boring the Airport Tunnel and the second will be located at the Northwood Construction Compound which will serve the TBM boring the City Tunnel.

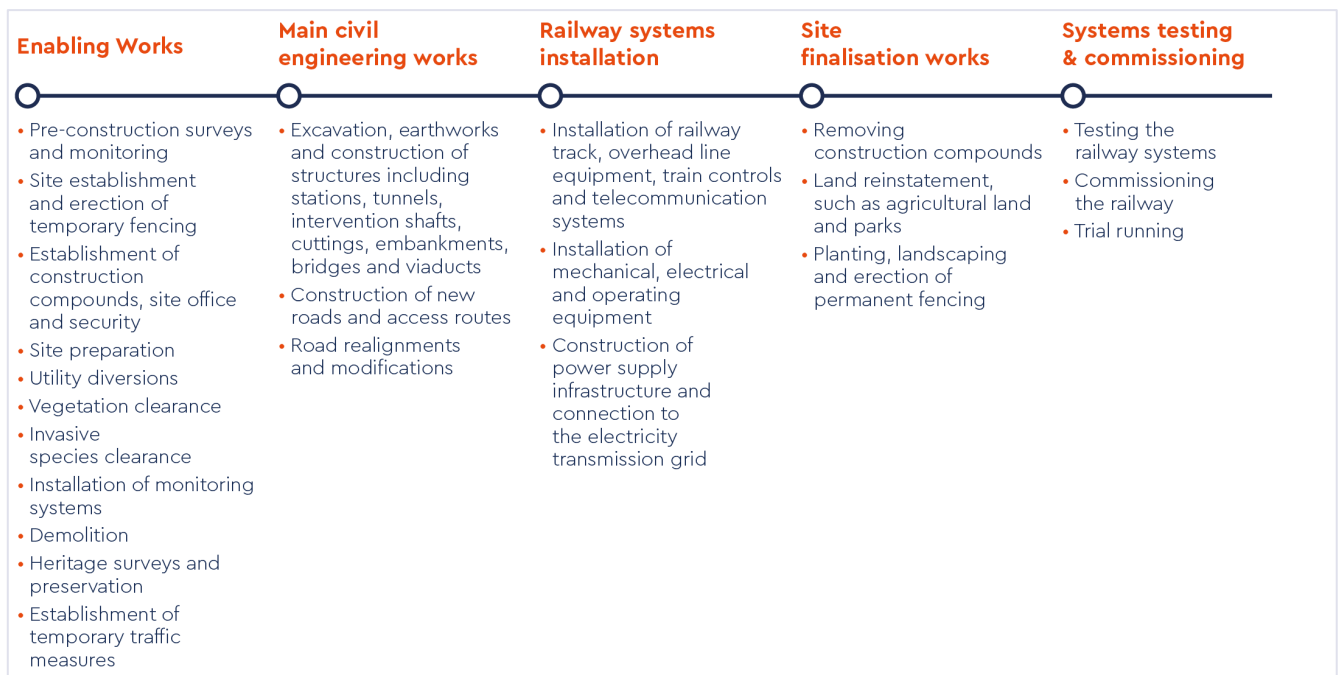


Diagram 21.1: Summary of Key Activities During the Construction Phase of the Proposed Project



Diagram 21.2: Summary of Key Activities During the Operation Phase of the Proposed Project

21.3 Methodology

21.3.1 Study Area

The study area encompasses the entire length of the proposed alignment from Estuary in the north to Charlemont in the south. Diagram 21.3 provides an overview the proposed Project route alignment and of the four geographical areas (Assessment Zones (AZ) 1 to 4) that have been used within the EIAR.

Figure 21.1 depicts the areas of permanent land take, temporary land take (for construction purposes only), and substratum land take along the alignment.

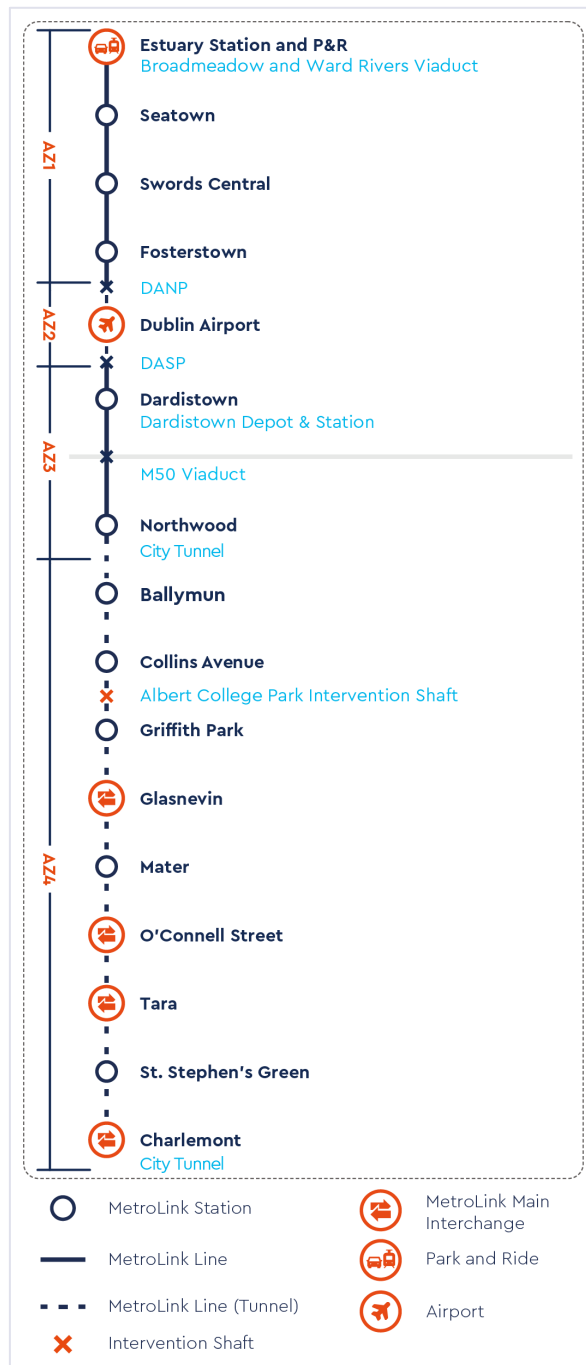


Diagram 21.3: Infographic Overview of Principal Locations Along the Alignment

21.3.2 Relevant Guidelines, Policy and Legislation

The methodology used to assess the impacts associated with land take is consistent with, and cognisant of, relevant guidance including, but not limited to:

- Guidelines on the Information to be contained in Environmental Impact Statements (EPA 2002);
- Advice notes on Current Practice in the preparation of Environmental Impact Statements (EPA 2003) and draft revised notes for preparing Environmental Impact Statements (EPA 2015);
- Environmental Impact Assessment of Projects – Guidance on Scoping (Directive 2011/92/EU as amended by 2014/52/EU) (European Union 2017b);
- Environmental Impact Assessment of Projects – Guidance on the preparation of the EIAR (European Union 2017c);
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (Department of Housing, Local Government and Heritage, 2018); and

- Guidelines on the Information to be contained in EIARs (EPA 2022).

The EPA Guidelines (EPA 2022) state that 'the amended Directive introduces Land as a prescribed environmental factor. Recital 9 gives context to this addition, showing that it relates to the issue of land take'.

As part of the compilation of this Chapter the following local policy documents were reviewed with respect to land use plans:

- Fingal Development Plan (FDP) 2017-2023 (FCC 2017);
- Draft Fingal Development Plan 2023-2029;
- Dublin City Development Plan (DCDP) 2016-2022 (DCC 2016);
- Draft Dublin City Development Plan 2022-2028;
- Dublin Airport Local Area Plan 2020 (LAP) (FCC 2020);
- Barrysparks LAP (FCC 2011);
- Swords Masterplans Part B: Barrysparks and Crowscastle (FCC 2019a);
- Fosterstown LAP (FCC 2010);
- Swords Masterplans Part C: Fosterstown (FCC 2019b);
- Swords Masterplans Part D: Estuary West (FCC 2019b);
- Dardistown LAP (FCC 2013);
- Lissenhall East LAP (FCC TBC); and
- Ballymun LAP (DCC 2017).

The RO Planning Report for the proposed Project concludes that at a local level, it can be demonstrated that the project is compliant with the principles of the statutory development plans in Fingal and Dublin City.

In two locations, the proposed Project does not comply fully with the current zoning objectives of the lands through which, or under which, it passes. The two locations are the Intervention Shaft at Albert College Park and St. Stephen's Green, in both locations under the current Dublin City Development Plan 2016-2022. However, they will be compliant with the policies and objectives of the Draft Dublin City Development Plan 2022-2028 in principle. Both sites were selected following robust site selection processes.

In two locations, the proposed Project does not comply fully with specific local objectives of the lands through which, or under which, it passes. The two locations are at Balheary Park and at the R108 at Northwood, under the current Fingal Development Plan 2017-2023. However, these objectives are not proposed as part of the Draft Fingal Development Plan 2023-2029.

In consideration of the fact that the proposed project is of strategic importance to the long-term development of the Dublin region for land-use and transport and has been specifically identified as being of national importance in the National Planning Framework, National Development Plan and other key statutory documents, it is considered that there is ample justification for An Bord Pleanála to permit a material contravention of the relevant Development Plans.

The proposed Project is therefore considered to be in accordance with the statutory planning policy for the area in which it is situated, at national, regional and at local level.

21.3.3 Data Collection and Collation

The assessment involved desktop research and analysis of existing documentation to identify property types and uses along the alignment which will be directly impacted upon by the proposed Project. The principal data sources used in the study were:

- GeoDirectory;
- Property Registration Authority of Ireland (PRAI) data;
- Dublin City Council (DCC) zoning maps (DCC 2016);
- Fingal County Council (FCC) zonings maps (FCC 2017); and
- Relevant LAPs.

GeoDirectory is a service, jointly established by An Post and Ordnance Survey Ireland, which provides a complete database of all the buildings in the Republic of Ireland and their geolocation details. The database is regularly updated and, in this case, the GeoDirectory data provides a snapshot for a particular point in time (Q1 2020). The GeoDirectory has been utilised in this proposed Project to determine properties with commercial and organisational services in the study area.

As part of the compilation of this Chapter the policy documents referred to in Section 21.3.2 were studied in order to fully understand the existing land-use context in which the proposed Project will be constructed and operated.

Walkover surveys were carried out within the survey area, of properties that will be directly impacted by the proposed Project. These surveys were carried out in order to confirm the impact on registered and unregistered properties and to confirm that the information acquired through the desktop study was accurate.

21.3.4 Consultations

Following a review of the Emerging Preferred Route (EPR) and the issues raised during the EPR Consultation, the Preferred Route was determined. Consultation on the Preferred Route (and associated land take) took place over an eight-week period from 26 March 2019 to 21 May 2019. A total of 2,132 submissions were received by email, post and at consultation events. The key representations made during the consultation on land take issues included:

- concerns raised on the proposed acquisition of 70 individual apartments within the College Gate complex;
- concerns for the proposed acquisition of the Markiewicz Leisure Centre and the townhouses on Townsend Street;
- a large number of submissions requested the retention of the Markiewicz Leisure Centre or the provision of an alternative public facility; and
- Stakeholders, including businesses and organisations, were supportive of the airport link and the plans for a station at Dublin Airport.

Further details on the consultation process and stakeholders consulted can be found in Chapter 8 (Consultation). Section 8.6 specifically details Consultation on the Preferred Route.

The development of this Chapter was informed by consultation with prescribed bodies, other consultees and the public. Transport Infrastructure Ireland's (TII) property department provided available data to inform the landowner information where this was not publicly available.

Proposed mitigation measures are detailed in Section 21.6 of this Chapter.

21.3.5 Appraisal Method for the Assessment of Impacts

The assessment of the potential impact of the proposed Project on land take has been undertaken in accordance with the Guidelines on the Information to be Contained in EIARs (EPA 2022) which have been drafted to facilitate compliance with Directive 2014/52/EU of 16 April 2014 on the assessment of the effects of certain public and private projects on the environment (EIA Directive).

21.3.5.1 Baseline Categorisation Criteria

The baseline environment is assigned a baseline rating based on its land take character, value (importance) and sensitivity. Each of the terms used is explained below.

Land take Character

Lands range from areas of agricultural lands and suburban lands in Swords to higher density urban areas in Dublin City Centre. Some of the properties that will be impacted include:

- Development lands at Estuary;
- A variety of industrial and commercial lands and premises located east of the R132 Swords Bypass;
- Private dwellings;
- Amenity lands located along the alignment;
- Playing fields at Balheary Park, Swords and the proposed Dardistown and Griffith Park Stations;
- Commercial and development lands within the city; and
- A number of parks, including Albert College Park, Four Masters' Park and St Stephen's Green Park.

A description of the land take is described in Section 21.5.2. Additionally, lands zoned for development are described in the Planning Report for the RO, land use is described in Chapter 11 (Population & Land Use) and a detailed description of the landscape of the area impacted is assessed in Chapter 27 (Landscape & Visual).

Land Take Importance

Every property is important in its own right, particularly to the owner. In the context of this Chapter, the relative importance of one particular property over another depends on its use. Properties along the alignment vary in value from unused brownfield sites to higher importance properties such as occupied residential houses and commercial buildings. The value of the properties may be impacted upon by various existing external forces which contribute to the degradation of that property. These can include high levels of noise, vibration, traffic or air pollution.

Land Take Sensitivity

In the context of this assessment, property sensitivity is defined as the extent to which a property can accept change of a particular type and scale without unacceptable significant effects on its functionality. Some properties are more sensitive to changes than others. Properties such as hospitals, educational facilities and private residences are very sensitive to change. Protected Structures are also very sensitive to change and protected under national legislation. Commercial properties may have different sensitivities, depending on the nature and scale of the business.

Baseline categorisation has been undertaken in accordance with the Guidelines on Information to be Contained in EIARs (EPA 2022). These aspects are also informed by relevant land use policy context in the Dublin City Development Plan 2016-2022 (DCC 2016) , and the Fingal Development Plan 2017-2023 (FCC 2017) and relevant LAPs referred to in Section 21.3.2. Professional opinion also plays an important role in assigning the baseline rating.

21.3.5.2 Baseline Rating

Properties in general are viewed as being very important to the individual owners and occupiers and are sensitive to acquisition. However, the baseline ratings for land take/properties are evaluated by means of their capacity to accept change taking into account its value at a community/societal level and the current use of the property. Table 21.2 outlines the criteria for baseline categorisation.

Table 21.2: Criteria for Baseline Categorisation

Criteria	Baseline Rating
Properties that have low capacity to accept change such as: <ul style="list-style-type: none"> ▪ Hospitals and health care facilities; ▪ Educational facilities; ▪ Community services buildings; ▪ Churches and cemeteries; and ▪ 'Protected Structures'. 	Very High
Properties that have capacity to accommodate limited change such as: <ul style="list-style-type: none"> ▪ Habitable private residences; ▪ Small local retailers; and ▪ Parks and greenfield areas. 	High

Criteria	Baseline Rating
Properties that have capacity to accommodate a moderate degree of change such as: <ul style="list-style-type: none"> Retail services; Hospitality services including hotels, pubs and restaurants; Green urban area; Construction sites; Sports and leisure facilities. 	Medium
Properties that have a greater capacity to accommodate change such as: <ul style="list-style-type: none"> Offices; Industrial and commercial; and Car parks 	Low
Properties that have a significantly greater capacity to accommodate change such as: <ul style="list-style-type: none"> Non-habitable residential properties; Brownfield land; and Substratum: various properties situated above bored tunnel alignment ^{Note 1}. 	Very Low
<i>Note 1: Rule 17 introduced by Section 48 of the Planning and Development (Strategic Infrastructure) Act 2006, applies: "The value of any land lying 10 metres or more below the surface of that land shall be taken to be nil, unless it is shown to be of a greater value by the claimant."</i>	

Protected structures (including national monuments), agricultural lands and roads are assessed in the following chapters of this EIAR:

- Chapter 9 (Traffic & Transport);
- Chapter 22 (Infrastructure & Utilities);
- Chapter 23 (Agronomy); and
- Chapter 26 (Architectural Heritage).

21.3.5.3 Impact Magnitude

The criteria used to assess the different impacts associated with the proposed Project are shown in Table 21.3. Any impact on a property which results in the current use of the property no longer being feasible was considered High impact magnitude. However, if the current use of a property could continue during and after temporary or permanent acquisition, the magnitude of the impact was considered to be a Medium to Low depending on the duration; one to seven years being Medium and one or less being Low. If the current use of a property could continue during and after temporary or permanent acquisition, the magnitude of the impact was considered to be Low. Any substratum land take was considered to be a Negligible impact magnitude as the property use and occupancy are not being affected.

Table 21.3: Criteria for Assessment of Impact Magnitude

Criteria	Impact Magnitude
Any impact on land where the current use of the property cannot continue due to permanent or temporary land take. Properties to be demolished (in whole or in part).	High
Any impact on land where the current use of the property can continue during and after permanent acquisition or temporary acquisition. Acquisition of wayleaves or easements.	Medium
Any impact on land where the use of the property can continue uninterrupted during temporary acquisition.	Low
Any substratum land take.	Negligible

21.3.5.4 Significance of Effect

The significance of effects was assessed in consideration of the magnitude of the impact and the baseline rating of the land upon which the impact will occur. Table 21.4 shows how the baseline rating

and the impact magnitude are combined to give the likely significance of the effect prior to any mitigation measures being implemented. The significance effect ranges are then defined using the following categories: Imperceptible; Not Significant; Slight; Moderate; Significant; Very Significant; and Profound.

Table 21.4: Significance of Effect

Significance of Effect (+/-)					
Impact Magnitude (+/-)	Baseline Rating				
	Very Low	Low	Medium	High	Very High
Negligible	Imperceptible	Imperceptible	Not Significant	Not Significant	Not Significant
Low	Not Significant	Slight	Slight	Moderate	Significant
Medium	Slight	Slight	Moderate	Significant	Very Significant
High	Slight	Moderate	Very Significant	Profound	Profound

The source and type of all potential impacts, during both the Construction Phase and Operational Phase, are described in Section 21.5. Mitigation measures to be put in place are defined in Section 21.6. At a minimum, mitigation measures are defined for any adverse impacts that are deemed to be of significance prior to mitigation. The extent to which mitigation is needed increases as the significance of the effect increases. The residual effect is then evaluated in Section 21.7 in terms of magnitude and significance.

21.4 Baseline Environment

21.4.1 Overview

The baseline environment is defined as the existing environment and the likely evolution of the existing environment against which future changes can be measured. The general baseline methodology is defined in Chapter 2 (Methodology Used in Preparation of the EIAR) of the EIAR. The baseline land take environment has been defined through title research for all properties to be acquired on a temporary or permanent basis within the study area, a desktop study, consultation with property owners and occupiers and walk over surveys. The baseline environment is then categorised using the criteria outlined in Section 21.3.5.1.

21.4.2 Baseline Description and Categorisation

All of the properties that may be affected by land take for the proposed Project are detailed on the property drawings and schedules attached to this RO. This includes properties which have been identified for temporary or permanent acquisition, properties that will be directly restricted or altered as a result of the proposed Project and rights of way to be affected. Land take is also shown on Figure 21.1 in this EIAR.

A general description of the properties subject to land take is provided in Table 21.6, along with a baseline rating identified as a result of the criteria discussed in Section 21.3.5. The baseline rating is independent of land take (which is relevant to magnitude). Land parcels to be impacted by the proposed Project are identified using a unique reference number, commencing with the letters 'ML', as indicated on the property drawings and utilised in Table 21.6. This table also details the associated Folio numbers held by Land Registry Ireland (PRAI). A folio is an official document which contains a brief description of the registered property and also details of its ownership. The Folio number is shown in brackets and commences with the letters 'DN'. Where no associated Folio exists for a property this is also noted in Table 21.6 as 'no Folio No'.

21.5 Predicted Impacts

21.5.1 'Do Nothing' Scenario

Should the construction of the proposed Project not go ahead, there will be no impact arising from land take. Therefore, the potential impact of the do-nothing scenario is neutral. Given the urban location of the proposed Project and the zoning of the greenfield and agricultural areas, it is expected that, in the absence of the proposed Project, the agricultural land and some urban greenfield areas (for example, lands at Northwood, Dardistown, Barrysparks and Estuary), may be brought forward for development, consistent with the zoning objectives discussed in the Planning Report to accompany the RO application. The zoning objectives include the Metro Economic Corridor (MEC), as defined in the Fingal Development Plan 2017–2023, which supports the delivery of residential and high-density mixed use and commercial development.

21.5.2 Construction Phase

There are four types of Construction Phase impacts on land take which are addressed in this Chapter. These are:

- Acquisition of properties on a temporary basis;
- Acquisition of properties on a permanent basis;
- Demolition (in whole or in part) of properties; and
- Substratum (situated above the bored tunnel alignment as listed in the RO).

During the Construction Phase of the proposed Project, a total of 189ha of land lies within the Project Boundary, including 92ha to be acquired temporarily to accommodate construction compounds and construction activities (including Enabling Works, demolition, excavations, traffic diversions, station construction and non-tunnel route construction, as well as access for tunnelling and tunnelling support activities).

A total of circa 12ha of existing and zoned residential land is within the Project Boundary and 0.80ha of that will be acquired temporarily to accommodate construction compounds and construction activities.

21.5.2.1 Permanent Land Take

Permanent land take is required at the proposed stations and along the surface, retained cut, and cut and cover sections of the proposed Project alignment. The acquisition of lands for cut-and-cover has been considered as permanent land acquisition during the Construction Phase, although this land may have the potential to be returned or the surface level made available for use following construction, subject to agreement with the landowner. 'Cut and cover' refers to sections of the alignment that are excavated just below the existing ground level and supported with retaining walls which are then covered by a structural slab, creating a tunnel and allowing the land over the top to be reinstated.

All permanent land take of property is shown on the property drawings that accompany the RO application and on Figure 21.1.

The permanent acquisition and demolition of properties has been addressed under construction impacts, given that these land areas are required to construct the proposed Project. Mitigation measures are described in Section 21.6.1.

Approximately 11ha of 'open space' land is included within the permanent land take area. The impact on open space is considered within Chapter 11 (Population & Land Use). A breakdown of the land designated for open space use that will be impacted is provided in Table 11.63 of that chapter.

Land take of publicly owned roads is not considered in this Chapter, as this is addressed in Chapter 9 (Traffic & Transport) of the EIAR. All agricultural lands are assessed in Chapter 23 (Agronomy) and have not been included in this assessment.

A summary of the main demolition requirements for the proposed Project is provided in Table 21.5. There will be other more minor demolition requirements associated with utility structures and boundary walls. The main properties and structures requiring demolition are also detailed in Figure 5.3. The general approach to demolition for the proposed Project is detailed in Chapter 5 (MetroLink Construction Phase) and associated appendices and impacts such as dust generation and waste disposal are assessed within the EIAR in Chapter 16 (Air Quality) and Chapter 24 (Materials & Waste Management).

Table 21.5: Summary of Demolition Requirements

Title	Demolition Category
Swords (Estuary, Seatown, Swords Stations)	<p>Footbridges, community and residential properties:</p> <ul style="list-style-type: none"> ▪ Malahide Roundabout - 120m footbridge; ▪ Chapel Lane, Swords - 64m footbridge; ▪ R132 Swords Bypass, Mantua, Swords - 101m footbridge; ▪ Seaview House - single storey house; ▪ Seatown West Bungalow, Seatown West – single storey house; ▪ Estuary Roundabout, Swords – 142m long footbridge; and ▪ Lissenhall Great, Swords - residential building off Ennis Lane; and ▪ Unofficial halting site.
Airside, Swords (Fosterstown Station)	<p>Commercial/ industrial properties:</p> <ul style="list-style-type: none"> ▪ Retail unit at Airside Retail Park; ▪ Airside HV substations* – 2 no. single storey buildings; and ▪ Northwest of Airside Retail Park - communications tower. <p><i>*Once the diversion and building structure to the new location is complete (as required).</i></p>
Nevinstown West, Swords (Fosterstown Station)	<p>Residential and commercial properties:</p> <ul style="list-style-type: none"> ▪ Nevinstown Lodge – single storey bungalow; ▪ East of Nevinstown Lane – residential building; ▪ West of R132 - 1 no. single storey bungalow; and ▪ Boland Car Dismantler – 1 no. single storey bungalow and adjoining commercial land.
M50 (Dardistown Depot)	<p>Community / industrial properties:</p> <ul style="list-style-type: none"> ▪ Whitehall Rangers Club house – single storey community building and adjacent portal frame structure; and ▪ Sillogue Green Road – 2 single storey commercial warehouse buildings.
Santry Demense (Northwood Station)	<p>Residential properties:</p> <ul style="list-style-type: none"> ▪ North of Santry Lodge Gatehouse – 2 storey residential building; ▪ Santry Lodge Gatehouse (bungalow) – single storey residential building; ▪ Old Ballymun Road opposite Gulliver's Retail Park – redundant single storey residential building, and ▪ Old Ballymun Road opposite Gulliver's Retail Park – communications tower*. <p><i>*Once the diversion and building structure to the new location is complete (as required)</i></p>
Griffith Park	<p>Community property:</p> <ul style="list-style-type: none"> ▪ Sports changing rooms and café.
Glasnevin Station	<p>Commercial/industrial properties during Enabling Works and retaining walls and MGWR tunnel during Civil Works:</p> <ul style="list-style-type: none"> ▪ 1-3 Prospect House, Prospect Road – terraced commercial 2-storey building; ▪ Des Kelly Interiors, 1A, Prospect Road – large 2-storey commercial/ industrial building; and ▪ Brian Boru Public House, 5 Prospect Road – 2-storey building.
O'Connell Street Station (MetroLink and Developer delivered scenarios)	<p>Commercial properties to be demolished:</p> <ul style="list-style-type: none"> ▪ 46-49 O'Connell Street Upper; and ▪ 55-56 O'Connell Street Upper. <p>Commercial properties to be partially demolished, maintained and supported:</p> <ul style="list-style-type: none"> ▪ 43 O'Connell Street Upper – building façade; ▪ 44 O'Connell Street Upper – building façade;

Title	Demolition Category
	<ul style="list-style-type: none"> ▪ 45 O'Connell Street Upper – building façade; ▪ 52-54 O'Connell Street Upper – building façade; ▪ 57 O'Connell Street Upper- building façade; and ▪ 58 O'Connell Street Upper – building façade. <p>Commercial properties not for demolition but to be supported;</p> <ul style="list-style-type: none"> ▪ 59 O'Connell Street Upper – whole building; ▪ 60 O'Connell Street Upper – whole building; ▪ 19 Henry Place – reading room and associated structure; ▪ 42 O'Connell Street Upper – whole building; and ▪ Rear of 55 to 57 O'Connell Street Upper – existing wall onto Moore Lane.
Tara Station	<p>Commercial and residential properties:</p> <ul style="list-style-type: none"> ▪ Ashford House, Tara Street - large 7-storey office building; ▪ Poolbeg Street - large 4-storey office building; ▪ Markievicz Leisure Centre (includes College Gate Apartments) – 1-7-storey building; ▪ 22 Luke Street - 4 storey residential building (disused); ▪ 24 Townsend Street – 4 storey residential building (disused); and ▪ 25 - 32 Townsend Street - 3 storey building.
Charlemont Station	<p>Industrial/ commercial properties:</p> <ul style="list-style-type: none"> ▪ 19 and 19a Dartmouth Road - 2 storey commercial building; and ▪ Existing boundary wall: a lane way wall west of Dartmouth Square West - northern half of the wall to be removed and reinstated after construction, southern section of the wall to be protected during construction.

21.5.2.2 Temporary Land Take

In addition to land take required for the footprint of the permanent works, lands will be required temporarily for the construction of the project. In the context of this Chapter, temporary means land that is utilised for a period of time to facilitate the construction of the proposed Project but is then returned to its former, or another (non-MetroLink usage). Temporary land take includes, inter alia, the following:

- Construction of main compounds, satellite compounds and logistic compounds (as described in Section 5.3.1 of Chapter 5 (MetroLink Construction Phase)). The main construction compounds will include offices and welfare facilities, workshops and stores, and storage and laydown areas for materials and equipment (e.g. aggregate, structural steel and steel reinforcement). The proposed land area required for each compound is detailed in Section 5.3 of Chapter 5 (MetroLink Construction Phase). The land required for construction compounds is also shown on Figure 5.1 in this EIAR;
- Outside of the construction compounds there will be temporary linear working areas along the proposed Project alignment within AZ1 and AZ3 to aid the construction of retained cut, cut and cover, elevated track and surface track sections. These strips of land range from 10m to 25m wide on either side of the alignment and will be used for logistics and access along the route. A portion of these strips will remain a permanent easement feature for MetroLink maintenance purposes (refer to the Property Drawings submitted with the RO application). The land required for these areas is shown on on Figure 5.1 in this EIAR;
- The diversion, realignment and widening of roads and junctions, and/or the provision of temporary alternative routes;
- The diversion and realignment of public rights of way and private accesses, and/or the provision of temporary alternatives routes;
- The diversion and realignment of sections of existing watercourses, railways and utilities (Chapter 22 Infrastructure & Utilities); and
- Facilities for groundwater control and piling activities (Chapter 5 MetroLink Construction Phase).

Power for operation of the proposed Project will be provided by Electricity Supply Board Networks Ltd (ESBN). Grid Connections will be provided via cable routes and two new 110kV (kilovolt) substations at Dublin Airport North Portal and Dardistown. The cables will be installed by ESBN through public roads or public lands as far as possible. These cable route connections do not form part of the proposed Project

but are evaluated in this EIAR on the basis of the best and most up-to-date available information. Planning approval for the proposed grid connections will be applied for separately and an application for power supply is being prepared separately by ESBN.

All temporary land take of property is shown on the property drawings that accompany the RO application and on Figure 21.1 in this EIAR. Mitigation measures are described in Section 21.6.1.

Temporary working areas located along the proposed Project alignment will be provided to aid the construction of retained cut, cut and cover, elevated track and surface track sections. These strips of land range from 10m to 25m wide on either side of the alignment and will be used for logistics and access along the route. A portion of these strips will remain a permanent easement feature for MetroLink maintenance purposes (refer to the property drawings that accompany the RO application).

21.5.2.3 Wayleave / Easement

Wayleaves and easements will be required in certain locations along the alignment to allow access to the operational rail track and associated infrastructure. These are identified on Figure 21.1.

21.5.2.4 Substratum Land Take

The substratum land take has been generated by creating a limit of deviation (LOD) ranging from 5 metres vertically upwards and 10 metres downwards to 15 metres laterally for the tunnel alignment. The total area of substratum land take is 325,388m². Substratum land take is shown on the Property Drawings submitted with the RO application and on Figure 21.1.

The baseline rating for substratum land take has been considered to be 'Very Low'. Rule 17 introduced by Section 48 of the Planning and Development (Strategic Infrastructure) Act 2006, states; 'The value of any land lying 10 metres or more below the surface of that land shall be taken to be nil, unless it is shown to be of a greater value by the claimant'.

Excavation for the tunnels and other below ground structures could potentially lead to ground movements at the surface and below ground. An assessment of the effects of ground movements and potential impacts on existing buildings has been carried out as part of the Scheme Design. This assessment is detailed in Appendix A5.17 of the EIAR (Building Damage Report) and summarised in Section 5.4.11 of Chapter 5 (MetroLink Construction Phase).

Table 21.6: Construction Phase Land Take Impact Assessment

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
DN5797 N	ML12-A4, ML12-A5	ML-P 301 2-3	67,154	-	-	1,750	2	Strip of vegetated land bordering Ennis Lane. Zoned Metro Economic Corridor under the FDP (2017-2023).	Permanent acquisition of land to facilitate the construction of Estuary Station.	High	Medium	Significant
	ML1A-A5, ML1A-A8	ML-P 301 A-B										
	ML1B-A3	ML-P 301 B-C										
DN5797 N	ML1B-A4	ML-P 301 B-C	Included in above figure	-	-	Included in above figure	-	Small section of land at the entrance to a Retreat Centre with temporary accommodation.	Permanent acquisition of land at the entrance to The Emmaus Centre.	High	Medium	Significant
DN9199 3F	ML1B-A10, ML1B-A11, ML1B-A13,	ML-P 301 B-C	5,255	-	-	5,255	100	Occupied house at Ennis Lane, Swords	Permanent acquisition of the land and demolition of property.	High	High	Profound
	ML1C-A1, ML1C-A2, ML1C-A4, ML1C-A5	ML-P 301 C-D										
DN5218 N	ML1C-A10, ML1C-A11, ML1C-A12, ML1C-T1, ML1C-T2, ML1C-T3, ML1C-T4,	ML-P 301 C-D	14,231	11,023	77	1,229	8	FCC amenity lands at Balheary Park including footbridge over the R132 at Estuary Roundabout. Lands zoned Metro Economic Corridor	Temporary land take and a small area of permanent acquisition. Construction works area and permanent	High	Medium	Significant

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
	ML1D-A1, ML1D-A2, ML1D-T1, ML1D-T3, ML1D-T4, ML1D-T5	ML-P 301 D-E						under the FDP (2017-2023).	easement strip along the proposed Project alignment. The use of the park can continue during construction works. The park is used by the public and by Fingallian's GAA and Swords Celtic Clubs.			
DN2915 F	ML1D-T2	ML-P 301 D-E	7,615	258	3	-	-	FCC amenity lands at Balheary Park. Lands zoned Metro Economic Corridor under the FDP (2017-2023).	Small area of temporary land take for construction works and permanent easement strip along the proposed Project alignment. The use of the park can continue during construction works. The park is used by the public and by Fingallians GAA	High	Medium	Significant

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
									and Swords Celtic Clubs.			
DN703 03F	ML1D-A3, ML1D-T6, ML1D-T7,	ML-P 301 D-E	150,395	51,149	34	21,298	14	FCC amenity lands at Balheary Park including footbridge over the R132 at Estuary Roundabout. Lands zoned Metro Economic Corridor under the FDP (2017-2023).	Temporary and permanent acquisition of land for construction works area and permanent easement strip along the proposed Project alignment. The use of the park can continue during construction works. The park is used by the public and by Fingallians GAA and Swords Celtic Clubs.	High	Medium	Significant
	ML1E-A1, ML1E-T1,	ML-P 301 E-F										
	ML1F-A1, ML1F-A2, ML1F-A3, ML1F-T1, ML1F-T2,	ML-P 301 F-G										
	ML1G-A14, ML1G-A20, ML1G-A23, ML1G-A3, ML1G-A4, ML1G-A5, ML1G-T1, ML1G-T2	ML-P 301 G-H										
DN1309 2N	ML1G-A15, ML1G-A16, ML1G-A17, ML1G-A18	ML-P 301 G-H	2,807	-	-	1,338	48	Roadside embankment at R132 Estuary Roundabout supporting the base of a footbridge crossing the R132.	Permanent land take and demolition of the 142m footbridge structure.	Low	High	Moderate
DN458 35F	ML1G-A18	ML-P 301 G-H	5,225	-	-	61	1.2	Grass verge alongside R132/R125 at	Permanent acquisition of open land	Low	Medium	Slight

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
								Estuary Roundabout.	alongside the R132/R125 at Estuary Roundabout.			
DN1862 09F	ML1G-A19	ML-P 301 G-H	598	-	-	598	100	Occupied house at Seatown West, Swords.	Demolition and permanent acquisition of a residential property at Seatown (Seaview House).	High	High	Profound
DN1709 5F	ML1G-A23, ML1G-A25	ML-P 301 G-H	696	-	-	40	5	Roadway, parking bay and verge at Seatown West, Swords.	Permanent acquisition of a parking bay, verge and part of roadway.	Low	High	Moderate
DN563 0N	ML1G-A23, ML1G-A24,	ML-P 301 G-H	2,741	-	-	2,741	100	Occupied house at Seatown West, Swords.	Demolition and permanent acquisition of a residential property at Seatown West (Seaview Bungalow).	High	High	Profound
	ML1H-A1	ML-P 301 H-J										
DN1258 8N	ML1F-A4,	ML-P 301 F-G	4,001	-	-	916	23	Embankments adjacent to Estuary Roundabout including a footbridge over the R132 providing access to FCC amenity lands at Balheary Park. Lands	Permanent acquisition of land at Balheary Park. Construction works area and permanent easement strip along the	Low	High	Moderate

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
	ML1G-A1, ML1G-A10, ML1G-A13, ML1G-A2, ML1G-A6, ML1G-A7, ML1G-A8, ML1G-A9	ML-P 301 G-H						zoned Metro Economic Corridor under the FDP (2017-2023).	proposed Project alignment. Demolition of the 142m footbridge structure. The use of the park can continue during construction works. The Park is used by the public and by Fingallians GAA and Swords Celtic Clubs.			
No Folio No.	ML1G-A11, ML1G-A12	ML-P 301 G-H	-	-	-	909	-	Verge adjacent to Estuary Roundabout (north east)	Permanent land take for the construction of the alignment along the R132.	Low	Medium	Slight
No Folio No.	ML1G-A21, ML1G-A22	ML-P 301 G-H	-	-	-	346	-	Land off Seatown West Road. Small area of mature trees adjacent to residential property and roadway.	Permanent acquisition required for the alignment; loss of open space and vegetation.	Medium	High	Very Significant
DN1166 6N	ML1H-A2	ML-P 301 H-J	541	-	-	10	2	Green urban space fronting onto residential properties at Seatown Villas, Swords.	Small area of permanent land take required to support construction of the alignment along the R132.	Medium	High	Very Significant

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
									Loss of open space and vegetation.			
DN334 4N	ML1H-A3, ML1H-A4, ML1H-A5	ML-P 301 H-J	21,159	-	-	5,750	27	Green urban space. Lands east of R132 adjacent to residential properties at Estuary Court.	Permanent land take required to support construction of the alignment along the R132. Loss of open space and vegetation.	Medium	High	Very significant
DN6797 8F	ML1H-A6, ML1J-A2, ML1J-A3, ML1J-A5, ML1J-A6	ML-P 301 H-J ML-P 301 J-K	10,776	-	-	4,534	42	Green urban space. Lands east of R132 adjacent to residential properties at Estuary Court.	Permanent cut and cover acquisition. Loss of open space and vegetation.	Medium	High	Very significant
DN1640 19F	ML1J-A13, ML1J-A14, ML1J-A16, ML1J-A17, ML1J-A21	ML-P 301 J-K	7,911	-	-	917	11	FCC land off Seatown Road Roundabout, embankment and base of footbridge providing access across R132.	Land is required for the demolition and removal of an existing footbridge that spans the R132 in this area - working space and materials storage space is required to remove the footbridge ramp.	Medium	High	Very Significant

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
DN1191 73F	ML1J-A10, ML1J-A11, ML1J-A12, ML1J-A18, ML1J-A19, ML1J-A20, ML1J-A22, ML1J-A23, ML1J-A9, ML1J-T2,	ML-P 301 J-K	17,698	316	1	2,987	16	FCC lands, comprising green open space, footpaths and footbridge over the R132 at Seatown Road Roundabout.	Temporary land take is required for the demolition and removal of an existing footbridge that spans the R132 in this area - working space and materials storage space is required to remove the footbridge ramp. Permanent land take for the construction of the alignment along the R132.	Medium	High	Very Significant
	ML1K-A1, ML1K-A2, ML1K-A3, ML1K-A4, ML1K-A5	ML-P 301 K-L										
DN1919 45F	ML1K-A7, ML1K-T8,	ML-P 301 K-L	1,496	516	34	978	65	Green urban space. Land to east of R132 beside an industrial unit occupied by Hertz Europe Service Centre, Swords Business Park	Temporary and permanent acquisition to support the construction of Swords Station. Loss of green urban space.	Medium	Medium	Moderate
	ML1L-A1, ML1L-T2	ML-P 301 L-M										
DN1919 49F	ML1K-A6, ML1K-T3, ML1K-T6	ML-P 301 K-L	11,868	3,405	28	4,675	39	Open vegetated land adjacent to an industrial unit occupied by Hertz Europe Service	Permanent and temporary land take resulting in loss of green open space.	Medium	Medium	Moderate

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
								Centre to east of R132.				
DN1453 71L	ML1K-A6, ML1K-A7, ML1K-T1, ML1K-T2, ML1K-T3, ML1K-T4, ML1K-T5, ML1K-T6, ML1K-T7, ML1K-T8, ML1L-A1, ML1L-T1, ML1L-T2	ML-P 301 K-L ML-P 301 L-M	44,279	5,297	11	5,653	12	Open vegetated land and car parking adjacent to an industrial unit occupied by Hertz Europe Service Centre, Swords Business Park.	Permanent cut and cover acquisition and temporary acquisition of lands at and adjacent to Hertz, Swords Business Park resulting in loss of green open space.	Medium	Medium	Moderate
DN1167 33F	ML1K-T1, ML1K-T2, ML1K-T4, ML1K-T5, ML1K-T7, ML1L-T1	ML-P 301 K-L ML-P 301 L-M	160,400	1,375	0.8	-	-	Industrial property (Hertz Europe Service Centre) off Estuary Road.	Temporary acquisition of land at industrial unit utilised for access, car parking and storage.	Low	Medium	Slight
No Folio No.	ML1K-T1	ML-P 301 K-L	-	92	-	-	-	Entrance roadway to Hertz Europe, Seatown, off Estuary Road.	Temporary acquisition of a roadway.	Low	Medium	Slight
No Folio No.	ML1K-T2, ML1K-T5, ML1K-T6, ML1K-T3,	ML-P 301 K-L	-	5,617	-	5,674	-	Green open space and car parking. Land surrounding Hertz Europe	Permanent and temporary acquisition of Metro Economic	Medium to Low	Medium	Moderate

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
	ML1K-T7, ML1K-A6, ML1K-A7, ML1K-T8							Service Centre Building adjacent to Seatown Roundabout. Land zoned Metro Economic Corridor under the FDP (2017-2023).	Corridor development lands for the construction of Seatown Station. Loss of open space and car parking.			
	ML1L-T5, ML1L-A3,	ML-P 301 L-M										
No Folio No.	ML1L-A4, ML1L-T6	ML-P 301 L-M	-	5,965	-	1,537	-	Green open space. Land west of North Dublin Corporate Park, Swords. Lands zoned Metro Economic Corridor under the FDP (2017-2023).	Permanent and temporary acquisition to facilitate the construction of Seatown Station. Loss of green open space adjacent to the R132 and industrial units.	Medium	Medium	Moderate
No Folio No.	ML1L-T7, ML1L-A5	ML-P 301 L-M	-	5,873	-	2,627	-	Green open space. Land west of North Dublin Corporate Park, Swords. Lands zoned Metro Economic Corridor under the FDP (2017-2023).	Permanent and temporary land take required for the alignment running alongside the R132, adjacent to an industrial unit occupied by Siemens Healthcare.	Medium	Medium	Moderate

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
No Folio No.	ML1L-A11, ML1L-A12,	ML-P 301 L-M	-	-	-	2,700	-	Green open space. Land east of R132 and west of Ashley Avenue to the rear of residential properties. Lands zoned Metro Economic Corridor under the FDP (2017-2023).	Permanent land take for the construction of the alignment alongside the R132. Permanent loss of green open space.	Medium	High	Very Significant
	ML1M-A12, ML1M-A13, ML1M-A14, ML1M-A15, ML1M-A16, ML1M-A17, ML1M-A19, ML1M-A4, ML1M-A5, ML1M-A6	ML-P 301 M-N										
No Folio No.	ML1N-A22, ML1N-A23, ML1N-A4, ML1N-A7, ML1N-A9, ML1N-T5, ML1N-T7, ML1N-T8,	ML-P 301 N-P	-	9,593	-	1,732	-	Green open space and brownfield land to south west and south of R132/ R106 Malahide Road roundabout.	Permanent acquisition of land to support the construction of the alignment running alongside the R132.	Medium	Medium	Moderate
	ML1P-T4, ML1P-T5	ML-P 301 P-Q										
No Folio No.	ML1N-A27,	ML-P 301 N-P	-	4,546	-	593	-	Green open space. Land to the east of the R132, between Drynham Road and Lakeshore Drive.	Temporary land take and small area of permanent land take for the	Medium	Medium	Moderate
	ML1P-A11, ML1P-A12, ML1P-A13,	ML-P 301 P-Q										

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
	ML1P-T11, ML1P-T13, ML1Q-T1	ML-P 301 Q-R							construction of the alignment alongside the R132.			
No Folio No.	ML1Q-A3, ML1Q-T2, ML1R-A1	ML-P 301 Q-R ML-P 301 R-S	-	84	-	2,199	-	Lands part of Airside Business Park to the east of the R132.	Permanent acquisition of a section of the carpark and bike shed area at Airside Business Park beside Fujitsu Ireland Limited.	Low	Medium	Slight
DN1138 58F	ML1L-A6, ML1L-A7, ML1L-A8	ML-P 301 L-M	25,570	-	-	1,508	6	Green urban area off Chapel Lane, Swords. Base of footbridge across the R132 sited here.	Permanent land take to facilitate construction of the alignment alongside the R132 and demolition of a 64m footbridge structure.	Medium	High	Very Significant
DN305 2F	ML1M-A25, ML1M-T4, ML1N-A1, ML1N-T1	ML-P 301 M-N ML-P 301 N-P	37,432	2,166	5	53	0	Open grassed area with trees east of R132 Malahide Road Roundabout at rear of Foxwood residential properties.	Temporary land take to support construction of Swords Central Station.	Medium	High	Very Significant
DN1704 41F	ML1N-A17, ML1N-A26, ML1N-A9, ML1N-T6,	ML-P 301 N-P	91,072	6,617	7	3,517	4	Green urban area to south of R132 Malahide Road Roundabout.	Temporary and permanent acquisition of land for the	Medium	Medium	Moderate

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
	ML1P-A1, ML1P-A2, ML1P-A3, ML1P-T1, ML1P-T6, ML1P-T9	ML-P 301 P-Q							construction of Swords Central Station. Loss of green open space.			
DN1851 30F	ML1N-T11,	ML-P 301 N-P	3,437	3,344	97	-	-	Brownfield land (vegetated) west of R132 in front of The Pavilion's Shopping Centre.	Temporary acquisition of land to support construction of the alignment along the R132 and Swords Central Station.	Very Low	Medium	Slight
	ML1P-T7	ML-P 301 P-Q										
DN1452 49F	ML1N-T3	ML-P 301 N-P	3,362	962	28.6	<1	0	Brownfield land (vegetated) west of R132 in front of The Pavilion's Shopping Centre.	Temporary acquisition of land to support construction of the alignment along the R132 and Swords Central Station.	Very Low	Medium	Slight
DN1996 8F	ML1N-T10, ML1N-T9,	ML-P 301 N-P	736	384	52	-	-	Brownfield land (vegetated) west of R132 in front of The Pavilion's Shopping Centre.	Temporary acquisition of land to support construction of the alignment along the R132 and Swords Central Station.	Very Low	Medium	Slight
	ML1P-T2, ML1P-T3	ML-P 301 P-Q										
DN3161 8F	ML1N-A15, ML1N-A20, ML1N-A24	ML-P 301 N-P	1,923	-	-	1,923	100	Open vegetated land adjacent to south west of R132 roundabout.	Permanent acquisition of land to support construction of	Medium	Medium	Moderate

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
									the alignment along the R132.			
DN9531 5F	ML1P-T8	ML-P 301 P-Q	1,552	218	14	-	-	Brownfield lands west of R132 in front of The Pavillions Shopping Centre	Temporary acquisition of land in front of the Pavillions Shopping Centre.	Very Low	Medium	Slight
No Folio No.	ML1L-T4, ML1L-A2	ML-P 301 L-M	-	5,508	-	1,386	-	Green open space. Land west of North Dublin Corporate Park, Swords. Lands zoned Metro Economic Corridor under the FDP (2017-2023).	Permanent and temporary acquisition to facilitate the construction of Seatown Station. Loss of green open space.	Medium	Medium	Moderate
DN434 38F	ML1N-A13, ML1N-A18, ML1N-A19, ML1N-A21, ML1N-A25, ML1N-A5, ML1N-A6, ML1N-T4,	ML-P 301 N-P	13,503	319	2	1,840	13	Green urban areas to north and south of R132 Malahide Road Roundabout. Land supports base to footbridge structure across the R132.	Permanent acquisition of land adjacent to the R132 to support the MetroLink alignment. Demolition of 120m footbridge across the R132.	Medium	High	Very Significant
	ML1P-A7,	ML-P 301 P-Q										
	ML1Q-A1	ML-P 301 Q-R										
DN574 2N	ML1N-A10, ML1N-A11, ML1N-A12,	ML-P 301 N-P	639	3	<1	636	99	Green urban area to south of R132	Permanent acquisition to accommodate	Medium	Medium	Moderate

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	ML1N-A14, ML1N-A16, ML1N-A8, ML1N-T2							Malahide Road Roundabout.	the alignment as it runs alongside the R132.			
DN1742 3N	ML1P-A10, ML1P-A8, ML1P-A9, ML1P-T12	ML-P 301 P-Q	1,575	745	47	829	52	Green urban area to south of R132 Malahide Road Roundabout.	Temporary and permanent acquisition of land for the construction of Swords Central Station. Loss of green open space.	Medium	Medium	Moderate
DN320 60F	ML1P-A4, ML1P-A5, ML1P-A6, ML1P-T10	ML-P 301 P-Q	6,835	2,838	41	3,989	58	Green urban area to south of R132 Malahide Road Roundabout	Temporary and permanent acquisition to support the construction of Swords Central Station. Loss of green urban space.	Medium	Medium	Moderate
DN533 68F	ML1P-A7	ML-P 301 P-Q	1,294	-	-	125	9	Vegetated embankment along south side of R132.	Permanent land take associated with construction of Swords Central Station.	Low	Medium	Slight
DN538 N	ML1P-A14, ML1P-A15, ML1P-T14, ML1P-T15,	ML-P 301 P-Q	28,430	1,260	4	1,926	6	Green urban area to south of R132 Malahide Road Roundabout.	Permanent acquisition of land to accommodate	Medium	Medium	Moderate

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
	ML1Q-A1, ML1Q-T3	ML-P 301 Q-R							the alignment as it runs alongside the R132.			
DN5136 5F	ML1Q-A2, ML1Q-A3	ML-P 301 Q-R	4,149	-	-	164	4	Green urban area to south of R132 Malahide Road Roundabout, including small car park at Fujitsu Ireland Building.	Permanent acquisition to accommodate the alignment as it runs alongside the R132.	Medium	Medium	Moderate
DN902 95F	ML1S-A3	ML-P 301 S-T	5,366	-	-	849	15	Lands east of R132 in Travelodge hotel, Swords carpark.	Permanent cut and cover acquisition and temporary acquisition of section of carpark at Travelodge, Swords.	Low	Medium	Slight
DN1312 22F	ML1S-A5	ML-P 301 S-T	163	-	-	25	15	Area of roadside landscaping and footpath at R132 Pinnock Hill Roundabout Travelodge.	Permanent land take	Low	Medium	Slight
No Folio No.	ML1S-A14, ML1S-A15, ML1S-A16, ML1S-T12	ML-P 301 S-T	-	312	-	756	-	Green urban land to south of Pinnock Hill Roundabout. East of Dublin Road, Miltonsfields.	Permanent and temporary land take to facilitate the construction of Seatown Station.	Medium	Medium	Moderate
DN573 33F	ML1S-A10, ML1S-A11, ML1S-A12,	ML-P 301 S-T	19,878	796	4	2,839	14	Green urban land to south and south east of Pinnock Hill	Permanent and temporary acquisition of	Medium	Medium	Moderate

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
	ML1S-A13, ML1S-A19, ML1S-A4, ML1S-A6, ML1S-A7, ML1S-A8, ML1S-A9, ML1S-T10, ML1S-T11, ML1S-T12, ML1S-T13, ML1S-T4, ML1S-T5, ML1S-T6, ML1S-T7, ML1S-T8, ML1S-T9, ML1T-A1	ML-P 301 T-U						roundabout adjacent to a veterinary hospital.	sections of urban green area including pathway beside Pinnock Hill roundabout.			
DN1919 51F	ML1L-T3	ML-P 301 T-U	1,672	289	17	-	-	Green urban space. Land to east of R132 beside industrial unit occupied by DB Schenker, Swords Business Park.	Temporary acquisition to support the construction of Swords Station. Loss of green urban space.	Medium	Low	Slight
DN7527 N	ML1T-A2	ML-P 301 T-U	18,580	-	-	8,608	46	Telecommunication s tower sited within agricultural field.	Relocation of telecommunicat ions tower away from the alignment as it runs alongside the R132.	Low	High	Moderate

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
No Folio No.	ML1T-A5, ML1T-A6, ML1T-A7, ML1T-T1,	ML-P 301 T-U	-	6,180	-	10,122	-	Part of Airside Retail Park to the east of the R132. Retail unit occupied by Smyths Toys/ Starbucks Coffee, common area surface car park, service and circulation areas, signage, including two electricity sub-stations.	Permanent acquisition and demolition of the retail unit and two electricity sub-stations.	Medium	High	Very Significant
	ML1U-A1, ML1U-A2, ML1U-A3, ML1U-A4, ML1U-T1	ML-P 301 U-V										
DN1214 3N	ML1U-A12, ML1U-A13, ML1U-A14,	ML-P 301 U-V	1,730	-	-	1,730	100	Occupied residential property (Nevinstown Lodge a single storey bungalow) and surrounding land.	Permanent acquisition of land including demolition of a residential property at Nevinstown.	High	High	Profound
	ML1V-A2, ML1V-A3, ML1V-A4	ML-P 301 V-W										
DN1214 4N	ML1V-A5, ML1V-A6, ML1V-A7, ML1V-A8	ML-P 301 V-W	2,211	-	-	2,115	95	Occupied residential property (Nevinstown Lodge a single storey bungalow) and surrounding land.	Permanent acquisition of land including demolition of a residential property at Nevinstown.	High	High	Profound
DN1559 3N	ML1V-A8, ML1V-A9	ML-P 301 V-W	2,304	-	-	2,070	89	Single storey bungalow off the R132 (Orchard 1)	Permanent acquisition of land and residential property. (Property to be acquired but not demolished).	High	High	Profound

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
DN1635 2N	ML1V-A10	ML-P 301 V-W	1,970	-	-	1,822	92	Single storey bungalow off the R132 (Orchard 2)	Permanent acquisition of land and residential property. (Property to be acquired but not demolished).	High	High	Profound
DN5821 N	ML1U-A11, ML1U-A5, ML1U-A6, ML1U-A7, ML1U-A8, ML1U-A9, ML1V-A1	ML-P 301 U-V ML-P 301 V-W	2,177	-	-	1,884	86	Non-habitable residential property at Nevinstown	Demolition of non-habitable residential property on TII lands.	Very Low	High	Slight
DN7378 N	ML1V-A12, MLV-A15, ML1V-T1, ML1V-T2, ML1V-T3, ML1V-T4, ML1V-T5	ML-P 301 V-W	8,415	982	11	72	1	Lands beside Texaco Service Station, Airside; parking bays and access road.	Temporary and permanent acquisition of land.	Low	Medium	Slight
DN1637 0N & DN782 F	ML1V-A14, ML1V-A17	ML-P 301 V-W	1,826	-	-	1,973	87	Occupied house (bungalow) with garden on R132, adjacent to Texaco Service Station.	Permanent acquisition of land including demolition of a residential property at Nevinstown West.	High	High	Profound

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
DN1620 6N	ML1V-A18	ML-P 301 V-W	1,621	-	-	1,621	100	Occupied house at Nevinstown West with associated car breakers yard on adjacent land.	Permanent acquisition of land including demolition of a residential property at Nevinstown West.	High	High	Profound
DN431F	ML1V-A14	ML-P 301 V-W	330	-	-	154	46	Land west of R132 in front of Nevinstown properties.	Permanent acquisition of garden at front of property and driveway (access to breakers yard).	High	High	Profound
No Folio No.	ML1V-A19, ML1V-A20, ML1W-A1	ML-P 301 V-W	-	-	-	2,649	-	Car breakers yard at Nevinstown West; regarded as 'high' baseline due to its association with adjacent residential property.	Permanent acquisition of lands at Boland Motor Salvage at Nevinstown West.	High	High	Profound
DN3146 L	ML1W-A2, ML1W-T2	ML-P 301 W-X	1,355	<1	<1	-	-	Residential property adjacent to R132, Fosterstown.	Small area of temporary land take within grounds of residential property.	High	Medium	Significant
DN5761 OF	ML1W-T3, ML1W-T4, ML1W-T5	ML-P 301 W-X	4,824	789	16	-	-	Grounds of residential properties off R132	Temporary acquisition of garden areas of residential properties.	High	Medium	Significant

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DN627 6N	ML1Q-A4,	ML-P 301 Q-R	9,429	1	<1	2,950	31	Undeveloped open land (possibly used for storage of agricultural supplies) to south of R132, north of the Pinnock Hill Roundabout.	Permanent acquisition of land to accommodate the alignment as it runs alongside the R132.	Medium	Medium	Moderate
	ML1R-A2	ML-P 301 R-S										
DN4614 N	ML2C-A2, ML2C-T5, ML2C-U8	ML-P 302 C-D	349,861	378	<1	166	0	Pavements and walkways at Terminal 2 surface car park.	Temporary and permanent land take required for construction of the airport station.	Low	Medium	Slight
DN1869 15F	ML2C-A1, ML2C-T3, ML2C-T4, ML2C-U4, ML2C-U5, ML2C-U6	ML-P 302 C-D	24,412	4,264	17	4,165	17	DAA car parks, footpaths and bus stops.	Permanent land take for the construction of Dublin Airport Station.	Low	High	Moderate
DN903 5N	ML31-T2	ML-P 303 1-2	105,596	295	<1	-	-	Surface car park serving airport.	Short-term acquisition of small portion of car park where the use can continue.	Low	Low	Slight
DN2591 N	ML2C-T1, ML2C-T2, ML2C-U3,	ML-P 302 C-D	1,344,052	5,212	<1	145	0	Land alongside airport West Link Road; Terminal 2 surface car park.	Temporary and small area of permanent land take for the construction of the airport station. Loss of car parking.	Low	Medium	Slight
	ML2G-A1,	ML-P 302 G-O										
	ML34-T2, ML34-T5, ML34-T6,	ML-P 303 4-5										

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	ML35-T1, ML35-T8	ML-P 303 5-6										
DN2153 4F	ML3A-A3, ML3A-A5,	ML-P 303 A-B	29,009	-	-	29,009	100	Sportsgrounds used by Whitehall Rangers in Dardistown.	Permanent acquisition of Whitehall Rangers sportsground where the use of the property cannot continue. Demolition of clubhouse and adjacent portal frame structure.	High	High	Profound
	ML3O-A3	ML-P 303 O-A										
DN1010 82F	ML3B-A3	ML-P 303 B-C	20,605	-	-	23	<1	Sportsground used by Ballymun Kickhams GAA.	Permanent and short-term acquisition of land along the boundaries of the sportsground where the use of the property can continue.	Medium	Low	Slight
DN883 N	ML34-A3, ML34-A4, ML34-T7, ML34-T8,	ML-P 303 4-5	210,993	32,284	15	10,239	4	Sportsgrounds and access road used by Starlights GAA and GFC in Dardistown.	Permanent and shor term acquisition of DAA owned lands running along the west and south	Medium	Medium	Moderate
	ML35-A1, ML35-T4, ML35-T5,	ML-P 303 5-6										

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	ML36-A1, ML36-T1,	ML-P 303 6-7							boundary of sportsgrounds used by Starlights GAA and GFC in Dardistown where the use of the property can continue.			
	ML3A-A10, ML3A-A8,	ML-P 303 A-B										
	ML3B-A2	ML-P 303 B-C										
DN1695 N	ML33-A1, ML33-T2	ML-P 303 3-4	80,249	66,731	83	13,483	16	Sportsgrounds and access road used by Na Fianna GAA in Dardistown.	Permanent and temporary acquisition of land running south and east of the boundary of sportsgrounds used by Na Fianna GAA in Dardistown where the use of the property can continue.	Medium	Medium	Moderate
	ML34-A1, ML34-A2, ML34-A3, ML34-T3, ML34-T4, ML34-T6	ML-P 303 4-5										
	ML35-T2, ML35-T3,	ML-P 303 5-6										
	ML3A-A4, ML3A-A7,	ML-P 303 A-B										
	ML3O-A2, ML3O-T3	ML-P 303 O-A										
Within wider agricultural land holding	ML3D-A1	ML-P 303 D-E	-	-	-			Two single storey commercial warehouse buildings off Sillogue Green Road. Located within agricultural land.	Permanent acquisition of land and demolition of buildings to facilitate the construction of Dardistown Depot.	Low	High	Moderate

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DN1210 5N	ML35-T6	ML-P 303 5-6	2,135	97	4	-	-	Shared laneway at occupied houses on Ballystruan Lane.	Temporary acquisition of laneway.	Low	Medium	Slight
DN6841 N	ML35-T7	ML-P 303 5-6	2,394	103	4	-	-	Shared laneway at occupied houses on Ballystruan Lane.	Temporary acquisition of laneway.	Low	Medium	Slight
DN725 60F	ML39-T2, ML39-T3,	ML-P 303 9-10	29,830	6,742	22	1,496	5	Open lands beside industrial premises (Frylite Dublin).	Permanent and short-term acquisition of lands beside Frylite.	Medium	Medium	Moderate
	ML3D-A2, ML3D-A3, ML3D-A6, ML3D-A7, ML3D-T13, ML3D-T16, ML3D-T5, ML3D-T7,	ML-P 303 D-E										
	ML3E-A5, ML3E-T11, ML3E-T7	ML-P 303 E-F										
DN1461 F	ML3E-T21,	ML-P 303 E-F	7,241	225	3	-	-	Landscaped area and roadway adjacent to Frylite Dublin (Silloge Green).	Permanent and short-term acquisition of lands beside Frylite	Low	Medium	Sight
	ML3F-T3	ML-P 303 F-G										
DN239 3F	ML38-T3,	ML-P 303 8-9	29,826	106	<1	-	-	Landscaped area and roadway adjacent to industrial premises (Frylite Dublin) - site access off Silloge Green Road.	Small area of temporary land take to support construction of Dardistown Depot and Station.	Low	Medium	Slight
	ML3E-T19	ML-P 303 E-F										

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DN1474 14F	ML312-T3,	ML-P 303 12-13	220,200	109	<1	-	-	Silloge Park Golf Club.	Temporary land take of landscaped area at Silloge Park Golf Club adjacent to R108 roadway.	Medium	Low	Slight
	ML3E-T13, ML3E-T14, ML3E-T15	ML-P 303 E-F										
DN7771 N	ML3G-T10, ML3G-T5	ML-P 303 G-H	63,017	1,077	1	-	-	Vegetated embankment adjacent to R108 and M50.	Temporary use of embankment adjacent to roadways for Dardistown Station and Depot construction compound	Very Low	Medium	Slight
DN7772 N	ML3H-A2, ML3H-A4, ML3H-T1,	ML-P 303 H-J	38,477	12,856	33	7,679	20	Woodland and gardens at St Anne's private residential house, south of M50 Motorway. Lands zoned Metro Economic Corridor under the FDP (2017-2023).	Permanent and short-term acquisition of lands beside St Anne's House including access road.	High	High	Profound
	ML3J-A1, ML3J-A3, ML3J-A4, ML3J-T1, ML3J-T2, ML3J-T4	ML-P 303 J-K										
DN1288 47F	ML3J-A5, ML3J-A6, ML3J-T7	ML-P 303 J-K	143,556	529	<1	122	<1	Entrance into Tesco Distribution Centre.	Permanent and short-term acquisition of access road into Tesco Distribution Centre.	Low	Medium	Slight

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
DN276 06F	ML3J-A8, ML3J-T5	ML-P 303 J-K	1,848	818	44	678	36	Vegetated land off Charter School Hill Road. Lands zoned Metro Economic Corridor under the FDP (2017-2023).	Permanent acquisition of lands off Charter School Hill Road.	Medium	Medium	Moderate
DN1208 7N	ML3J-A7	ML-P 303 J-K	1,267	-	-	182	14	Charter School Hill roadway and adjacent strip of vegetated land.	Permanent acquisition of small area of vegetated land alongside roadway	Low	Medium	Slight
DN1801 39F	ML3J-T6	ML-P 303 J-K	1,909	390	20	-	-	Open vegetated land east of R108, west of Old Ballymun Road.	Temporary use of open undeveloped land associated with construction of the M50 Viaduct.	Medium	Low	Slight
DN1694 2N	ML3J-A9	ML-P 303 J-K	164	-	-	95	57	Green urban area with mature trees at Santry Demesne.	Permanent and short-term acquisition of section of green urban area at Santry Demesne running adjacent to Old Ballymun Road.	Medium	Medium	Moderate
DN232 02F	ML3J-T8	ML-P 303 J-K	21,889	270	1	-	-	Green urban area with mature trees at Santry Demesne.	Permanent and short-term acquisition of section of green urban area at	Medium	Medium	Moderate

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
									Santry Demesne running adjacent Old Ballymun Road.			
No Folio No.	ML3J-A10, ML3J-A11, ML3J-T10, ML3J-T9,	ML-P 303 J-K	-	7,429	-	7,580	-	Driveway to Santry Lodge house, Santry Lodge Gatehouse (occupied bungalow) and non-habitable houses off Old Ballymun Road with associated garden areas. Lands zoned Metro Economic Corridor under the FDP (2017-2023).	Permanent and temporary acquisition of development lands beside Santry Lodge. The realigned section of Old Ballymun Road will run through the grounds of Santry Lodge at a distance of 60m directly to the front of the house, severing it from its present access and gateway and from its gate lodge. Use of property can continue after acquisition. Demolition of three properties: Santry Lodge Gatehouse (occupied bungalow), non-habitable house to north of Gatehouse and non-habitable house opposite	High	High	Profound
	ML3K-A1, ML3K-T1	ML-P 303 K-L										

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									entrance to Gulliver's Retail Park.			
DN1827 17F	ML3K-A7, ML3K-A8, ML3K-T14, ML3K-T16, ML3K-T17,	ML-P 303 K-L	8,225	3,935	47	4,290	52	Open vegetated land east of the R108, north of the entrance to Northwood Avenue. Site of telecommunications mast. Lands zoned Metro Economic Corridor under FDP (2017-2023).	Permanent and temporary acquisition of development lands east of R108, north of entrance to Northwood Avenue for the construction of the underground Northwood Station and portal. The telecommunications mast will need to be relocated to accommodate	Medium	High	
	ML3L-A3, ML3L-A4, ML3L-A5, ML3L-T1, ML3L-T3	ML-P 303 L-M										Very Significant

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
									the alignment in this area.			
DN1474 12F	ML3K-A3, ML3K-A6, ML3K-A9,	ML-P 303 K-L	82,309	80	<1	3,179	3	Land adjacent to R108 and Old Ballymun Road. FCC lands. Low amenity value, adjacent to retail park.	Permanent land take of open vegetated land adjacent to roadways.	Low	Medium	Slight
	ML3L-A2, ML3L-A6, ML3L-A7, ML3L-T3	ML-P 303 L-M										
DN2130 55F	ML314-T1,	ML-P 303 14-15	10,334	10,334	100	-	-	Undeveloped land off Saint Margaret's Road (R104). Grassed open space, low amenity value.	Temporary land take to support Northwood Logistics Construction Compound.	Low	Low	Slight
	ML3K-T9	ML-P 303 K-L										
DN1507 88F	ML317-T4,	ML-P 303 17-18	167,171	2,381	1	38	0	Landscaped area adjacent to retail shopping centre, off Old Ballymun Road.	Temporary land take of landscaped area forming part of a retail park. Very small area of permanent land take.	Low	Medium	Slight
	ML3K-A2, ML3K-T10, ML3K-T2, ML3K-T3, ML3K-T4, ML3K-T7	ML-P 303 K-L										
DN223 405F	ML3K-T12	ML-P 303 K-L	7,258	199.	2	-	-	Embankment on west side of R108 Ballymun Road.	Temporary acquisition of land for	Low	Medium	Slight

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
									Northwood Logistics Yard.			
DN1786 18F	ML3K-A4, ML3K-A5, ML3K-T11, ML3K-T13	ML-P 303 K-L	4,930	3,309	67	1,620	32	Open vegetated land to east of R108, west of Old Ballymun Road. Lands zoned Metro Economic Corridor under the FDP (2017-2023).	Permanent and temporary acquisition of development lands east of R108, west of Loss of green open space.	Medium	Medium	Moderate
DN7418 N	ML314-T2,	ML-P 303 14-15	322,432	64,418	19	4,612	1	Open vegetated land at Northwood, west of R108.	Permanent and temporary acquisition to support Northwood Construction Compound.	Medium	Medium	Moderate
	ML315-T1, ML315-T2, ML315-T3,	ML-P 303 15-16										
	ML3K-T15,	ML-P 303 K-L										
	ML3L-A1, ML3L-A8, ML3L-T2, ML3L-T4, ML3L-T5, ML3L-T6, ML3L-T7, ML3L-U1,	ML-P 303 L-M										
	ML3M-T1, ML3M-T2, ML3M-T3, ML3M-T4,	ML-P 303 M-N										

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
	ML3M-U1, ML3M-U2											
DN1038 0L	ML4B-A3, ML4B-T1	ML-P 304 B-C	29,486	7,788	26	3,319	11	Former Ballymun Shopping Centre (buildings demolished), comprising grassed open space.	Permanent and temporary acquisition of vacant brownfield land to construct the underground Ballymun Station.	Very Low	High	Slight
DN4451 5L (also Folio ID. DN4451 6L)	ML4B-A3, ML4B-T1	ML-P 304 B-C	15,496	2,564	16	2,768	17	Former Ballymun Shopping Centre (buildings demolished); comprising grassed open space.	Permanent and temporary acquisition of vacant brownfield land to construct the underground Ballymun Station.	Very Low	High	Slight
DN869 N	ML4B-A1, ML4B-A2, ML4B-A3, ML4B-A4, ML4B-T1	ML-P 304 B-C	671,874	9,167	1	5,405	<1	Open grassed area (former Ballymun Shopping Centre).	Permanent and temporary acquisition of vacant brownfield land to construct the underground Ballymun Station.	Very Low	High	Slight
DN1878 40F	ML4D-T1, ML4D-T2	ML-P 304 D-E	406	249	61	-	-	Ballymun 38kV Substation.	Temporary acquisition of land surrounding an	Low	Medium	Slight

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
									operational electricity sub-station.			
DN374 6N	ML4D-T3	ML-P 304 D-E	6,562	1,630	24	-	-	Ballymun 38kV electricity substation.	Temporary land take of part of electricity sub-station compound.	Low	Medium	Slight
DN250 89F	ML41-T1	ML-P 304 1-2	290,718	28,734	9	8,220	2	Green urban lands beside Our Lady of Victories Church, and Albert College Park.	Permanent and temporary acquisition of lands at Our Lady of Victories Church and Albert College Park for the construction of the underground Collins Avenue Station and for the construction of Albert College Intervention Shaft. The church access, gardens and	Very High	High	Profound
	ML4E-A3, ML4E-A6, ML4E-A7, ML4E-T5, ML4E-T6, ML4E-U30	ML-P 304 E-F										

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
	ML4F-A1, ML4F-T1, ML4F-U12	ML-P 304 F-G							carpark will be impacted significantly during station construction works, in addition to parking across from the school and access for local residents on Albert College Drive. The station at Collins Avenue is to be located below ground but is to have associated structures above ground level including an access, emergency stairway and intervention shaft.			
DN250 89F	ML41-T1, ML4F-A1, ML4F-T1, ML4F-U12,	ML-P 304 1-2	Included in figures above	Included in figures above	-	Included in figures above	-	Albert College Park; this area of the park is used as a sports ground (football pitch) by local communities.	Temporary and permanent land take will be required for the construction of the Intervention Shaft. This area of the park is	Medium	High	Very Significant
	ML4G-A2 ML4G-T1	ML-P 304 G-H										

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
									used as a sports ground (football pitch) by local communities.			
DN460 2F	ML4E-A1, ML4E-A3, ML4E-A4, ML4E-A6, ML4E-A8, ML4F-A2,	ML-P 304 E-F ML-P 304 F-G	14,029	18	<1	2,162	15	Pathways and garden areas along entrances into Our Lady of Victories Church, Ballymun.	Permanent and short-term acquisition of pathways and garden areas along entrances into Our Lady of Victories Church.	Very High	Medium	Very Significant
	ML4G-A1, ML4G-T1, ML4G-U3	ML-P 304 G-H										
DN4102 N	ML4E-A2, ML4E-A5	ML-P 304 E-F	195,963	-	-	46	0	Land adjacent to Our Lady of Victories Church - hardstanding/ roadway.	Permanent acquisition of hardstanding areas adjacent to roadway.	Low	Medium	Slight
DN938 9N	ML4E-T2	ML-P 304 E-F	1,257	86	6	-	-	Pathway and green urban area beside entrance to Our Lady of Victories Infants School, off Ballymun Road.	Temporary acquisition of pathway and urban green area in front of Our Lady of Victories Infants School during utility diversion works.	Medium	Low	Moderate
DN939 ON	ML4E-T1	ML-P 304 E-F	1,313	18	1	-	-	Pathway and green urban area beside entrance to Our Lady of Victories	Temporary acquisition of pathway and urban green	Medium	Low	Moderate

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
								Infants School, off Ballymun Road.	area in front of Our Lady of Victories Infants School during utility diversion works.			
DN1136 9N	ML4E-T3 ML4E-T4	ML-P 304 E-F	17,028	212	1	-	-	Pathway and green urban area beside entrance to Our Lady of Victories Infants School, Ballymun.	Temporary acquisition of pathway and urban green area in front of Our Lady of Victories Infants School during utility diversion works to support the construction of Collins Avenue Station.	Medium	Low	Moderate
DN385 N	ML4K-A1, ML4K-A4, ML4K-T1, ML4K-U2	ML-P 304 K-L	67,303	6,719	9	4,492	6	Sportsgrounds beside Whitehall College of Further Education and Scoil Mobhi.	Permanent and temporary acquisition of lands in the ownership of the Office of Public Works and leased to Home Farm Football Club beside Whitehall College of Further Education and	Very High	High	Profound

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
									<p>Scoil Mobhi for the construction of the underground Griffith Park Station.</p> <p>The playing pitches will not be usable during construction and demolition of a building used as a changing room for Home Farm FC will be required. Also, the removal of part of the railings along the street frontage and to the south of the pitch alongside the avenue to the college. Whitehall College is a protected structure.</p>			
DN665 67F	ML4K-A2, ML4K-A3, ML4K-A5, ML4K-A6	ML-P 304 K-L	32,210			777	2	Landscaping with mature trees alongside St Mobhi	Permanent acquisition of land to accommodate	Medium	High	Very Significant

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
								Road adjacent to sports pitch.	the construction of Griffith Park Station.			
No Folio No.	ML4K-A5 ML4K-A6	ML-P 304 K-L	-	-	-	76	-	Entrance to Whitehall College with stone gate posts, gate and railings. Whitehall College is a protected structure.	Temporary acquisition of lands at the entrance to Whitehall College to accommodate the construction of Griffith Park Station.	Very High	Medium	Very Significant
DN1301 47F	ML4N-A1, ML4N-A2, ML4N-A3, ML4N-A5, ML4N-A6, ML4N-T1, ML4N-T2, ML4N-T3, ML4N-T4, ML4N-T5, ML4N-U45, ML4N-U46	ML-P 304 N-O	5,757	1,054	18	1,444	25	The Court, Dalcassian Downs apartment complex, Glasnevin. Communal garden areas, car parking and access to the apartments. Decorative railings and gates at Dalcassian Downs are protected structures.	Permanent and temporary land take for the construction of Glasnevin Station within the gardens of the apartments. The works will take place close to the railings and gates with consequent effects on the setting.	High	High	Profound
DN208 328F	ML4N-A10, ML4N-A11, ML4N-A12, ML4N-T6, ML4N-T9	ML-P 304 N-O	971	12	1	958	98	No. 1-3 Prospect House, offices and land to rear, Prospect Road, Glasnevin.	Permanent land take and demolition of offices occupied by Bytek and Cara Counselling at	Low	High	Moderate

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
									Prospect House to allow for the construction and operation of the Glasnevin Station and interchange with Irish Rail.			
DN208 326F	ML4N-A13	ML-P 304 N-O	267	-	-	267	100	1A Prospect Road, Glasnevin 2-storey retail building (Des Kelly's Interiors bedroom furniture store).	Permanent land take and demolition of building to allow for the construction and operation of the Glasnevin Station and interchange with Irish Rail. Loss of retail property.	Medium	High	Very Significant
No Folio No.	ML4N-A14	ML-P 304 N-O	-	316	-	871	-	No Folio No.	Laneway	Low	High	Moderate
DN209 757F	ML45-A3, ML45-A5,	ML-P 304 5-6	2,350	-	-	2,349	99	Brian Boru public house and car park, Glasnevin.	Permanent land take and demolition of the Brian Boru public house and car park to allow for the construction and operation of Glasnevin Station and	Medium	High	Very Significant
	ML4N-A7	ML-P 304 N-O										

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
									interchange with Irish Rail.			
No Folio No.	ML4N-A4	ML-P 304 N-O	-	-	-	707	-	Verge alongside R018 roadway.	Permanent land take to support the construction and operation of Glasnevin Station.	Low	Medium	Slight
No Folio No.	ML43-T2,	ML-P 304 3-4	-	37,710	-	198	-	Royal Canal Way tow path, and Irish Rail Railway Line at Glasnevin.	Temporary and a small area of permanent land acquisition of the Royal Canal Way tow path to allow for construction of the underground Glasnevin Station. The Royal Canal Way provides an amenity and access route for pedestrians and cyclists. In addition, this section of the Royal Canal is used as an access road to the Coke Oven Cottages.	High	Medium	Significant
	ML4N-A5,	ML-P 304 N-O										
	ML45-A4, ML45-T1, ML45-T10, ML45-T2, ML45-T3,	ML-P 304 5-6										
	ML46-T4,	ML-P 304 6-7										
	ML47-T2,	ML-P 304 7-8										
	ML48-T1,	ML-P 304 8-										
	ML4N-T10, ML4N-T11, ML4N-T13, ML4N-T6, ML4N-T7, ML4N-T8,	ML-P 304 N-O										

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
	ML4N-T9, ML4N-U48											
DN2172 60F	ML45-T6	ML-P 304 5-6	3,410	534	15	-	-	Brownfield land at former industrial premises off Phibsborough Road (no. 113), adjacent to canal Glasnevin.	Temporary acquisition of land required for access to the Royal Canal at Glasnevin Station.	Very Low	Low	Not significant
DN2174 78F	ML45-T5	ML-P 304 5-6	2,909	314	10	-	-	Brownfield land at former industrial premises off Phibsborough Road, adjacent to canal Glasnevin.	Temporary acquisition of land required for access to the Royal Canal at Glasnevin Station.	Very Low	Low	Not significant
DN876 60F	ML45-T7, ML45-T9	ML-P 304 5-6	3,361	137	4	-	--	Part of residential roadway and parking area.	Temporary acquisition of parking area and roadway required during construction of Glasnevin Station.	Low	Low	Slight
DN1859 06F	ML5F-A5	ML-P 305 F-G	841	-	-	3	<1	Plot on corner of O'Rahilly Parade and Moore Lane. Also Folio ID DN189484F. Together with ML5F-T1 this plot forms part of the Dublin City Council	Permanent acquisition of small portion of the depot to support construction of O'Connell Street Station. Moore Lane is to be used as a	Low	Medium	Slight

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
								street cleaning depot.	haulage route for construction traffic access.			
DN336 8N	ML5F-A2	ML-P 305 F-G	508	-	-	508	100	Retail unit on O'Connell St Upper (No.44).	Permanent acquisition to support the construction of O'Connell Street Station. Building to be partially demolished, with façade maintained and supported.	Medium	High	Very Significant
DN1914 00F	ML5F-A1, ML5F-A10, ML5F-A11, ML5F-A12, ML5F-A13, ML5F-A14, ML5F-A15, ML5F-A16, ML5F-A17, ML5F-A18, ML5F-A19, ML5F-A20, ML5F-A4, ML5F-A6, ML5F-A7, ML5F-A8, ML5F-A9	ML-P 305 F-G	18,725	-	-	7,371	39	Commercial and residential buildings on O'Connell St Upper; No's. 43, 46, 47-50, 52-54, 55-56, 57, 58. The following buildings are protected structures: 43, 44, 45, 50-54, 55-56, 57, 58. Protection is limited to the upper floor façade only.	Permanent acquisition of commercial and residential properties to support the construction of O'Connell Street Station. Properties to be demolished at 46-49 and 55-56 O'Connell Street Upper. Buildings to be partially demolished, with façade maintained and supported at	High	High	Profound

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
									43, 45 and 52-54, 55-56 and 57-58 O'Connell Street Upper.			
DN1122 57L	ML5F-A22	ML-P 305 F-G	128	-	-	70	54	Industrial/commercial building on the corner of Moore Lane and Henry Place.	Permanent acquisition of 19 Henry Place to support construction of O'Connell Street Station. This building will be demolished as part of the Dublin Central proposals.	Low	High	Moderate
DN1922 70F	ML5F-A23	ML-P 305 F-G	84	-	-	84	100	Car park on Henry Place.	Permanent acquisition of car park to support construction of O'Connell Street Station.	Low	High	Moderate
DN1937 75F	ML5F-A24	ML-P 305 F-G	70	-	-	70	100	Car park at corner of Henry Place, off Henry Street.	Permanent acquisition of small car parking area.	Low	High	Moderate
DN645 22F	ML5F-A21	ML-P 305 F-G	1,057	-	-	504	47	Former retail units at corner of Moore Lane and Henry Place.	Permanent acquisition of land to accommodate the construction	Low	High	Moderate

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
									of O'Connell Street Station.			
DN7031 2L	ML5F-A6	ML-P 305 F-G	15	-	-	15	100	Electricity sub-station.	Permanent acquisition of an electricity sub-station as part of the O'Connell Street Station development.	Low	High	Moderate
No Folio No.	ML5B-A4, ML5B-A5, ML5B-T1, ML5B-U37	ML-P 305 B-C	-	436	-	4,035	-	Four Masters Park, Berkeley Road. Green open space situated adjacent to St Joseph's Church and Mater Hospital. The railings, gates and plinth walls enclosing the park at the corner of Eccles Street and Berkeley Road are protected structures, along with a Celtic cross commemorating the Four Masters. The Healing Hands sculpture is located within the park.	Permanent and temporary acquisition of land at Four Masters Park to allow for the construction of the underground Mater Station. This will include the short-term removal of monuments and railings.	High	High	Profound
No Folio No.	ML6O-A5 ML6O-A4	ML-P 306 O-A	-	-	-	2,574	100	Commercial property; Ashford House (4-7 storey over basement level multi-tenanted	Permanent acquisition of land and demolition of Ashford House to allow for	Low	High	Moderate

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
								office building), 18-23 Tara Street.	construction of the Tara Station.			
DN1158 2F	ML6O-A10	ML-P 306 O-A	1,749	15	<1	1,598	91	Complex of 70 residential apartments (College Gate Apartments) and the DCC Markievicz Sports and Fitness Centre.	Permanent acquisition and demolition of College Gate Apartments and Markievicz Leisure Centre to allow for construction of the Tara Street Station. Loss of 70 residential apartments and sports facilities, including a swimming pool.	High	High	Profound
DN1394 33L	ML6O-T1	ML-P 306 O-A	902	144	16	-	-	Access passageway alongside commercial building (The Irish Times Limited).	There will be no access/egress along this passageway for the duration of the construction works at Tara Station.	Low	Medium	Slight
DN1524 22L	ML6O-A8, ML6O-A9	ML-P 306 O-A	9,230	-	-	35	<1	Land off Luke Street, opposite Markievicz Centre. Empty site.	Small area of permanent land take.	Very Low	Medium	Slight
DN1882 24F (also DN236 716F)	ML6O-A14	ML-P 306 O-A	583	-	-	583	100	Occupied residential properties and associated car parking/ access	Permanent acquisition and demolition of properties to allow for	High	High	Profound

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
								roadway at 26-32 Townsend Street.	construction of the Tara Station.			
No Folio No.	ML6O-A11	ML-P 306 O-A	-	-	-	312	-	Empty plot east off Luke Street beside Irish Rail Line, used for car parking.	Permanent acquisition of land to allow for construction of Tara Station.	Low	High	Moderate
No Folio ID.	ML6O-A12	ML-P 306 O-A	-	-	-	91	100	22 Luke Street - 4 storey residential building (disused).	Permanent acquisition and demolition of property to facilitate construction of Tara Station.	Very Low	High	Slight
No Folio ID.	ML6O-A16, ML6O-A15	ML-P 306 O-A	-	-	-	136	100	24 Townsend Street - residential building (disused) and adjacent cycle parking.	Permanent acquisition and demolition of property to facilitate construction of Tara Station.	Very Low	High	Slight
No Folio No.	ML6C-A1, ML6C-T1, ML6C-U6, ML6C-U7, ML6C-U9	ML-P 306 C-D	-	3,520		2,783	-	St Stephen's Green east footpath, curtilage, and part of the park.	Permanent and temporary acquisition of St Stephen's Green east footpath, curtilage, and part of the park to allow for construction of the underground St Stephen's	High	High	Profound

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
									Green Station. The construction works will include the removal of the railings, paving, monuments and tree felling. Permanent impacts will include the surface features for the underground station including access points, skylights and ventilation.			
No Folio No.	ML70-A5	ML-P 307 O-A	-	-	-	3794	-	Industrial / commercial properties at Dartmouth Road.	Permanent acquisition of land to allow for construction of the underground Charlemont Station. Demolition of 19 and 19a Dartmouth Road.	Low	High	Moderate
No Folio No.	ML70-A3, ML70-A4, ML70-T4, ML70-T8,	ML-P 307 O-A	-	354	-	90	-	Laneway between back of houses on Dartmouth Square	Laneway between back of houses on Dartmouth	Low	High	Moderate

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
	ML70-U11, ML70-U16, ML70-U17, ML70-U4							West and Two Grand Parade.	Square West and Two Grand Parade to allow for construction of the underground Charlemont Station.			
DN2133 97F	ML70-A2, ML70-A5, ML70-T1, ML70-T2, ML70-T3, ML70-T6, ML70-T7, ML70-T9, ML70-U18, ML70-U19, ML70-U20, ML70-U5	ML-P 307 O-A	6,934	2,526	36	3,454	49	Land under development (Two Grand Parade); construction of new office block and car park.	The oversite development and an existing building to be retained, will occupy an area of approximately 3,300m ² . It is anticipated that the new development and the existing six storey office block fronting on to Grand Parade will be occupied during the construction of Charlemont Station. The proposed construction methodology has been developed in conjunction with the site	Low	Medium	Slight

Folio ID.	Land Take ID	Land Take Plan No.	Folio Area (m ²)	Temp. Area (m ²)	% Temp.	Perm. Area (m ²)	% Perm.	Land Take Description	Impact Description	Baseline Rating	Impact Magnitude	Significance of Effect
									owner and developer.			
DN1697 11L	ML7O-A4, ML7O-T4, ML7O-U16	ML-P 307 O-A	253	23	9	1	<1	Land at residential properties on Dartmouth Square, Dublin 6.	Temporary land take will be required associated with the Charlemont Station construction works and the erecting of an acoustic barrier along the rear of properties along Dartmouth Square. Pedestrian access along the walkway to the rear of property will not be possible for the duration of the construction works.	High	Medium	Significant
Various	Various								Various permanent substratum land take situated along the bored tunnel alignment as listed in the RO.	Very Low	Negligible	Imperceptible

21.5.3 Operational Phase

There would be no additional negative impacts on property, as all land take would occur during construction.

It is considered that existing and planned future properties within this area will benefit from being located in close proximity to a new permanent public transport system.

21.6 Mitigation Measures

21.6.1 Construction Phase

Table 21.6 details the construction phase land take impacts. Proposed mitigation measures are outlined below and supported by relevant chapters within the EIAR.

21.6.1.1 Mitigation in Design

Chapter 7 (Description of the Alternatives) outlines the evolution of the proposed Project and of how alternatives to the alignment, station locations/layout and construction methods have been considered and assessed. This process of assessment and refinement of the route and station layouts has largely determined the proposed requirements for permanent land take. The consideration of alternatives is considered in chronological order in Chapter 7 through the development of the proposed Project.

Temporary land take required for construction activities has been minimised wherever possible and boundaries adjusted to avoid and/or minimise impacts as far as possible. The siting of construction compounds is considered in Section 7.8 of Chapter 7 (Description of the Alternatives) of this EIAR. Mitigation measures to be employed during the Construction Phase are described in more detail in Chapter 5 (MetroLink Construction Phase) of this EIAR.

Mitigation measures to minimise the loss of habitat associated with the proposed Project are presented in Chapter 15 (Biodiversity).

21.6.1.2 Compensation for Compulsory Purchase

The proposed Project will require the acquisition of numerous land and property interests in both public and private ownership including a range of residential and commercial properties that are occupied.

Under the Transport (Railway Infrastructure) Act 2001 (as amended) (the 'Act') upon commencement of the Railway Order (RO), TII will be authorised to acquire compulsorily any land or rights in, under or over land or any substratum of land specified in the RO, and, for that purpose, the RO shall have effect as if it were a compulsory purchase order (as referred to in Section 10(1) of the Local Government (No.2) Act 1960 (as inserted by Section 86 of the Housing Act, 1966) which has been duly made and confirmed) with modifications. Accordingly, TII is authorised to serve a notice to treat pursuant to the provisions of the Housing Act, 1966, including Section 79 thereof. TII also has the right to enter onto other lands for the purposes of carrying out the works permitted under the RO in certain circumstances. The acquisition of the various specified rights and interests in land and property, is necessary in order to ensure the delivery of the MetroLink project in its entirety.

TII will offer compensation to property owners for land that is deemed to be acquired land in accordance with the general compulsory purchase code. Appropriate compensation will also be payable to owners of properties that are subject to short-term and/or temporary acquisition. Compensation will be provided through the Compulsory Purchase Order (CPO) process. In exercising compulsory purchase powers, TII will need to have demonstrated to An Bord Pleanála that the extent of compulsory acquisition is proportionate to the public interest in the scheme, that the properties in question are suitable and necessary for delivering the project, and that alternatives to the acquisition of the properties in question have been considered. In accordance with the compulsory purchase code,

reasonable steps should be taken to acquire all rights and interests in land included in the Railway Order in a fair and equitable manner.

CPO powers are based on legislation enacted by the Oireachtas, such as the Housing Act 1966, and the Planning and Development Act 2000, the Planning and Development (Strategic Infrastructure) Act 2016 and legislation that predates the foundation of the state including the Land Clauses Consolidation Act 1845, 1919 Act Acquisition of Land (Assessment of Compensation).

Further information can be obtained from the MetroLink Compulsory Purchase Order Guideline document (September 2020) which can be found on-line at:

https://www.metrolink.ie/assets/downloads/MetroLink_CPOGuideline_Doc_FinApp_310820.pdf

There are twenty individual residential buildings impacted by the permanent or temporary land take (seven of these are vacant at the time of writing). The total number of residences impacted is eighty-five, including seventy separate apartments at College Gate, Townsend Street.

In recognition of the impact on residential cases where properties are to be acquired and given the unique circumstances surrounding the proposed impacts to the College Gate apartment complex, TII will engage the services of a property advisory company to engage directly with property owners. Property owners will be invited to participate in a Discretionary Scheme. The Discretionary Scheme will offer property owners the opportunity to negotiate and reach a 'Pre-Agreement' on both a baseline residential unit price and other matters of compensation that an owner would normally be entitled to under the compensation stage. This will provide the parties with as much certainty as possible at this early stage.

This 'Pre- Agreement' is a discretionary scheme and will not be binding upon either party until such time as MetroLink receives approval in the form of an enforceable RO and the necessary funding for the MetroLink scheme is approved. It is only at this time a formal acquisition can complete.

TII will use reasonable endeavours to make arrangements to provide residential property owners with as much time as possible in which to relocate, beyond that which is provided for under the statutory process.

Likewise, TII recognises the importance for existing businesses of being able to plan their relocations with as much advance information as is reasonably practicable in order to ensure a smooth transition of their operations from one location to another. TII's aim will be to provide as long a period as possible to allow businesses to relocate than the normal statutory process, commensurate with the co-ordinated progress of the MetroLink works.

21.6.1.3 Land Acquisition Strategy

A Land Acquisition Strategy (LAS) has been prepared by TII. The strategy sets out the approach that MetroLink will take in order to acquire property from a freeholder/leaseholder or qualifying tenants/occupiers, together with all other land-based interests and rights for the purpose of delivering the proposed Project.

It provides the affected parties with a clear understanding of the general approach to be adopted on compensation and sets out practical guidance together with the support that MetroLink can provide. The strategy provides information on the acquisition process for residential and commercial property owners and establishes the arrangements for communication and engagement with all affected parties.

21.6.1.4 Property Protection

TII is committed to having a Property Owner Protection Scheme (POPS) in place prior to construction works commencing. The scheme allows residential property owners to register with TII if the property is within thirty metres of the edge of the MetroLink alignment or fifty metres of station structures. The POPS comprises condition surveys of private properties and other selected properties along the route of

the proposed Project. The purpose of the condition surveys would be to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether the same may be attributable to the proposed Project and recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in the swift and accurate verification of any property damage claims which may be received from property owners. The POPS would be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department. Further information on POPS is available in Chapter 11 (Population & Land Use).

Useful information on POPS can also be found in the MetroLink Frequently Asked Questions document which can be found on-line at:

https://www.metrolink.ie/assets/downloads/MetroLink_FAQ.pdf

In cases where parts of properties are occupied, access to the remaining unoccupied parts will be maintained, where it is possible and safe to do so. Protection such as hoarding will be used to ensure that the boundary of any construction site will be maintained, and damage would not occur outside of this boundary. Where damage could not be avoided, it would be repaired.

A comprehensive analysis of the potential for ground settlement on buildings, bridges and other assets has been undertaken. This is detailed in Appendix A5.17 of this EIAR (Building Damage Report) and summarised in Chapter 5 (MetroLink Construction Phase). A programme of ground movement monitoring will be implemented, with the monitoring locations informed by further analysis to be undertaken during the detailed design stage. The Airborne Noise and Groundborne Noise Mitigation Policy (Appendix A14.6) sets out the construction mitigation measures to be implemented.

21.6.1.5 Protection of Sports and Leisure Facilities

Construction work requiring temporary land take will take place in Balheary Park, Swords, which is currently used as a public park with playing pitches. There will also be some permanent land take along the boundary of the alignment. The park is currently occupied by two sport clubs: Fingallians GAA and Swords Celtic FC.

Fingallians GAA training grounds include two playing pitches located to the west of the R132; one full GAA pitch and one training pitch. The club's main facilities, including pitches and clubhouse building are located to the east of the R132 and are unaffected. Swords Celtic training grounds include two full size soccer pitches. Some preparatory (enabling) works will be required to temporarily realign the playing fields in order to allow construction along this section and continued use of the pitches.

Minor alterations are proposed to the soccer pitches used by Swords Celtic. Both pitches are to be reduced in size with a minimum intervention in playing surface which will involve goalpost relocation, relining and localised grass treatment. It is proposed to alter the pitches used by Fingallians GAA in two phases:

- Phase 1 (during utility diversions) when a small reduction in the full-size pitch will be required, while the training pitch will remain unaffected.
- Phase 2 will involve installation of an artificial training pitch.

At the proposed Dardistown Depot, some preparatory (enabling) works will be required to realign and reinstate the playing fields used by Starlights GAA and Na Fianna GAA located north of the proposed construction compound. Works will include the installation of flood lights, parking area, relocation of club's changing facilities, resurfacing of pitches and installation of ball netting as required. The pitches will be reinstated, with some pitches including artificial grass using an all-weather/ third generation design. For full details of the proposals refer to Chapter 4 (Description of the MetroLink Project). The timing of the works will be discussed with the sports clubs and organised to suit (i.e. off season).

The construction works at the proposed Dardistown Depot will also require the acquisition of a playing field used by Whitehall Rangers Football Club and the demolition of the club house. TII is continuing to engage closely with Whitehall Rangers Football Club with a view to assisting the club in finding alternative playing pitches that suit their needs.

The main Griffith Park Station construction site will be on the east side of R108 St Mobhi Road on lands in the ownership of the Office of Public Works and occupied by Home Farm Football Club. TII have agreed to provide alternative playing facilities for Home Farm FC during the construction period. The existing pitch will be fully reinstated on completion of the works.

Temporary and permanent land take at the proposed Albert College Park Intervention Shaft will result in the loss of two 5 a-side soccer pitches and a small portion of one full sized pitch situated in Albert College Park and currently used by a local football club. In mitigation, it is proposed to rotate the existing full-sized pitches 90 degrees and locate them side-by-side to the east of the park, resulting in slightly reduced dimensions. Sufficient area will be available to increase the dimensions of both 5 a-side pitches. Sufficient area will also be available for circulation around the pitches while they are occupied.

Works to playing pitches are shown as temporary land take on the property drawings included with the RO, where relevant.

At the proposed Tara Station, the Markiewicz Leisure Centre will need to be demolished prior to works commencing. Given the loss of the leisure centre, TII and DCC will provide alternative leisure facilities during construction. TII have committed to fund the re-provision of this centre upon selection of a suitable alternative site by DCC.

21.6.1.6 Protection of Architectural Heritage

The need for mitigation has been identified in a number of instances where there are predicted effects on architectural heritage. These are detailed in Chapter 26 (Architectural Heritage).

A number of different forms of mitigation are specified, the most common of which relates to the carrying out of condition surveys of buildings and other structures of architectural constraints. This will be undertaken through the Property Owner Protection Scheme (POPS), which will undertake condition surveys of private properties and other selected properties along the route of the proposed Project.

The properties to be demolished are generally of low to medium architectural heritage value. In a relatively small number of instances where these buildings are of architectural heritage significance, the mitigation involves making a record of the building for posterity.

In a number of instances, such as at the sites of Griffith Park, Mater Station and St Stephen's Green Station, architectural constraints are to be removed on a temporary basis during construction and are to be reinstated on completion. Mitigation in these cases involves the removal into secure storage of those items and their return and re-erection and in each case the dismantling, transportation, storage, conservation or repairs and reinstatement are to be carried out in accordance with specifications to be compiled by the Metrolink Project Conservation Architect (PCA) and the works supervised by suitably qualified professionals.

At the proposed O'Connell Street Station, a number of buildings are to be taken down while leaving their façades standing (their protection status extends to the upper parts of the façades only). In these instances, the structures will need to be propped in such a way as to ensure that they remain stable during construction while at the same time allowing space for the construction work to proceed. In some instances, buildings being retained in the vicinity of the works will need to be propped to protect them from damage during construction.

The protected structures at 43, 44, 52-54, 57 and 58 O'Connell Street Upper would be demolished except for the façades, which are to be retained in situ. Numbers 45 and 55-56, which are not protected structures, would also be demolished with the façades of 55-56 retained by the proposed Project in the absence of the over-site development (Dublin Central Site 2 Project).

The construction of Glasnevin Station will necessitate the closure of the Royal Canal and dewatering and infilling of a section of the canal during construction, with reinstatement on completion. Depending on condition, part or all of the quay wall on the northern side of the canal will be removed and reinstated at the end of the works in this area. The architectural and industrial heritage value of the canal is high. Architectural heritage impacts on the canal are assessed in Chapter 26 of the EIAR.

At Glasnevin Station, the retaining wall on the northern side of the canal, bordering the railway will be taken down and will be rebuilt. The architectural and industrial heritage value of the canal wall is low.

21.6.2 Assessment

21.6.2.1 Protection of Archaeology and Cultural Heritage

Chapter 25 (Archaeology & Cultural Heritage) of this EIAR, sets out the approach to archaeological investigation and resolution of archaeological constraints in greenfield areas and parklands (where feasible) will be required. These works will comprise a variety of techniques dependent on the following:

- The nature of the receiving archaeological constraint; and
- Archaeological works already undertaken at the location to date, either as a component of the proposed Project, old Metro North or as a component of an oversite development.

The archaeological techniques likely to be used (where not already undertaken) will include archaeological geophysical surveys, underwater and detection surveys, archaeological test excavations, archaeological monitoring and, where necessary, preservation by record (excavation). This work will be carried out by specialist Archaeological Contractors (for bespoke Archaeological Contracts) or Archaeological Consultants. During the main construction works, archaeological monitoring and preservation by record (excavation) will be required in areas previously not accessible (e.g. parks or carriageway).

21.6.2.2 Protection of Public Buildings, Health Facilities and Churches

Permanent and temporary acquisition of land will be required at Our Lady of Victories Church for the construction of the proposed Collins Avenue Station. The land take will necessitate loss of the church garden, pathways, car park entrance, and car parking to the front of the church. Access will be maintained at all times for church services and alternative car parking will be provided. The forecourt of the church is to be reinstated in a modified/reduced footprint and provided with new landscaping as part of the works, though the access, emergency stairway and intervention shaft will remain within the forecourt. Architectural heritage impacts on the church are assessed in Chapter 26 (Architectural Heritage) of the EIAR.

A grave is present in front of Our Lady of Victories Church; this will remain in-situ and will require protection during the construction works.

The site for Mater Station encroaches into the grounds of St Joseph's Church and the station box will be less than five metres from the western wall of the church. Works within the grounds of St Joseph's Church will necessitate the removal of a grotto, a stone pier, a pedestrian gate and approximately 18m of plinth wall and wrought-iron railing. As the church is a protected structure, these will require removal into safe storage by a specialist heritage contractor prior to the construction of the station. The railings and church grounds will be reinstated on completion of the works. Access will be maintained to the church throughout construction of the Mater Station. Architectural Heritage impacts on the church are assessed in Chapter 26 (Architectural Heritage) of the EIAR.

There is no permanent land take of public buildings and no specific mitigation required for temporary land take, beyond the general construction mitigation measures detailed in Chapter 5 (MetroLink Construction Phase). The construction of Griffith Park Station will affect the setting of Whitehall College, owned by the Office of Public Works, but will not impact the college building. Impacts on the architectural heritage value of the college is assessed in Chapter 26 (Architectural Heritage).

There is no permanent land take of health facilities, however, there is a counselling service occupying one of the buildings at Glasnevin that will need to be relocated prior to demolition of the building.

Excavation to construct Mater Station will involve deep excavation to within 8.5m of the Mater Hospital boundary and 14m from the hospital building. Potential impacts on the occupants' health are assessed in Chapter 10 (Human Health).

21.6.2.3 Reinstatement of Temporary Construction Areas

Following the final construction works, the construction compounds will be removed, and landscaping and reinstatement of temporary land take areas will commence. Soft landscaping directly associated with the proposed Project will generally be confined to extensive landscaping along the above ground sections of the proposed Project and at station locations. Hard landscaping will include the track bed and the completion of the civil works around station entrances, substations, Dardistown Depot and Park and Ride Facility. Landscaping will commence on completion of the track laying, stations and erection of the overhead catenary system.

Landscaping will take place at the following locations along the alignment:

- Where retained cuts are designed, engineered slopes will need to be constructed on both sides to maintain slope stability and create the safe, desired finish. These will be landscaped to be in keeping with the local area and design;
- Where cut and cover sections are completed, the original or newly finished surface will be reinstated, and the surrounding area landscaped to the desired design. On completion of the construction works, the construction sites will be demobilised, and land-take reinstated to the agreed landscape design; and
- Where underground stations are complete, architectural finishes will be designed at the station public areas. Station entrances will include concrete upstands and a steel support frame to secure the entrance glazing panels and canopy, lighting, ticketing, bicycle storage and signage. The urban design principles are detailed in Chapter 4 (Description of the MetroLink Project).

The impact of the proposed Project on the landscape and visual amenity during the Construction Phase and Operational Phase is assessed in Chapter 27 (Landscape & Visual) of the EIA.

21.6.3 Operational Phase

No mitigation measures are required with respect to the Operational Phase of the proposed Project.

21.7 Residual Impacts

The most significant land take impacts are those associated with permanent acquisition. Although the compensation scheme for compulsory purchase will financially recompense landowners, it is recognised that the residual impact will remain Profound for many owners, particularly of residential properties.

The construction works at the proposed Dardistown Depot will require the permanent acquisition of a playing field used by Whitehall Rangers Football Club and the demolition of the club house. TII is continuing to engage closely with Whitehall Rangers Football Club with a view to assisting the club in finding alternative playing pitches that suit their needs.

At the proposed Tara Station, given the loss of the Markievicz Leisure Centre, TII and DCC will work to provide alternative leisure facilities. This will reduce the residual impact from Profound to Significant.

The mitigation measures described in Section 21.6.1 will reduce the residual impact associated with temporary land take from Very Significant to Moderate or Slight.

21.8 Difficulties Encountered Compiling Information

The Property Registration Authority of Ireland (PRAI) records were used to identify property boundaries. TII's Property Division has reviewed all proposed land takes and confirmed ownership where it is not available through PRAI. The TII Property Division undertook title research investigation work in various public repositories such as the Registry of Deeds, Valuation Office, in order to perform diligent inquiries sufficiently to ascertain the most up to date and accurate information was available to Jacobs/ Idom.

This assessment is considered to represent a fair view of the baseline environment based on the property information that was provided at this stage of the process.

21.9 Glossary

Term	Meaning
Alignment	Alignment refers to the three-dimensional (3D) route of the railway, considering both the horizontal and vertical alignment.
Construction compound	An area occupied temporarily for construction-related activities. The main construction compounds will act as strategic hubs for core project management activities (i.e., engineering, planning and construction delivery) and for office-based construction personnel. The main construction compounds will include: offices and welfare facilities, workshops and stores, and storage and laydown areas for materials and equipment (e.g., aggregate, structural steel, and steel reinforcement).
Cultivated land	Arable land that is worked by ploughing, sowing and raising crops
Easement strip	During construction, easement strips will be located along the proposed railway alignment within AZ1 and AZ3 to aid construction of retained cutting, cut and cover, elevated track and surface track sections. The easement strips will range between 10m and 25m wide on either side of the alignment. A portion of these strips will be retained as permanent features for rail maintenance purposes during the operational phase.
Enabling works	These are works to prepare a site in advance of the main construction works, for example, demolition, removal of vegetation, land levelling.
Grassland	Area in which the vegetation is dominated by a nearly continuous cover of grasses
Intervention shaft	Required to allow access for the fire and rescue service in the event of an emergency underground; to allow control of smoke in the event of fire in the tunnel; and to maintain the tunnel air quality and temperature within prescribed limits during periods of train service congestion
Intervention tunnel	A tunnel parallel to the railway tunnel to provide emergency access
Invasive species	Any kind of living organism that is not native to an ecosystem and causes harm to the environment, the economy, or even human health. Invasive species can grow and reproduce quickly and spread aggressively.
Park & ride facility	A location usually sited out of the main urban areas comprising a large car park and connected with a mass transit system, in the case of MetroLink an urban metro to attract potential travellers to drive and park at the facility and take the metro into the city centre and avoid driving into the city centre.
Retained cut station	A railway station constructed primarily below ground level with vertical retaining walls either side of the alignment to reinforce the walls and no roof or enclosure overhead.
Surface station	A railway station designed at ground level
Tillage	The agricultural preparation of soil by mechanical agitation of various types, such as digging, stirring, and overturning
Tunnel portals	The openings at the end of the tunnel
Underground stations	A railway station located fully underground with a roof slab over the station to enclose it fully.

21.10 References

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