

Luas Finglas

Environmental Impact Assessment Report 2024

Chapter 12: Land Take

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GLOSSARY OF FREQUENTLY USED TERMS

Acronym	Terms
CPO	Compulsory Purchase Order
DCC	Dublin City Council
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EMC	Electromagnetic Compatibility
EPA	Environmental Protection Agency
EPR	Emerging Preferred Route
ESB	Electricity Supply Board
FCC	Fingal County Council
IE	Iarnród Éireann
LRT	Light Rail Transit
NTA	National Transport Authority
RO	Railway Order
ROW	Right of Way
TII	Transport Infrastructure Ireland

SECTION 12: LAND TAKE

12.1 Introduction

12.1.1 Purpose of this Report

This Chapter of the Environmental Impact Assessment Report (EIAR) assesses the impact of the Luas Finglas Scheme (hereinafter referred to as the proposed Scheme) on property during the Construction Phase and Operational Phase.

The Chapter assesses the impact of the proposed Scheme on residential, commercial, industrial, community, development and public areas located along the route, and particularly those properties which will need to be temporarily and permanently acquired and/or will be impacted by the proposed Scheme. This is collectively referred to as ‘land take’.

Transport Infrastructure Ireland (TII) is applying to An Bord Pleanála for a Railway Order for the proposed Scheme under the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) (“the 2001 Act”) and as recently amended further by the European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021 in Statutory Instrument No 743/2021 (“the 2021 Regulations”). The purpose of the 2021 Regulations was to give further effect to the transposition of the EIA Directive (EU Directive 2011/92/EU as amended by Directive 2014/52/EU) on the assessment of the effects of certain public private projects on the environment by amending the 2001 Act. This assessment has been carried out in accordance with these requirements.

This Chapter also describes the categorisation of the baseline criteria and assignment of a baseline rating associated with the properties, examines the predicted impacts associated with both the construction and operation of the proposed Scheme and, where impacts cannot be avoided, proposes mitigation measures, and identifies residual impacts following the implementation of the mitigation measures.

The impact of the proposed Scheme on protected structures is detailed in Chapter 17 (Material Assets: Infrastructure and Utilities); Chapter 18 (Material Assets: Traffic and Transport); and Chapter 20 (Cultural Heritage).

The impact of land take on biodiversity and on loss of public open space and amenity value (including parks and sports grounds) is assessed and further referred to within the following chapters and their appendices: Chapter 8 (Population) and Chapter 9 (Biodiversity) of this EIAR.

Prior to compiling this chapter, relevant planning and policy documents were reviewed to ascertain the existence of any plans, policies or objectives relating to impacted property. The relevant findings of this review are detailed in section 12.2.2 below and Chapter 2 (Planning and Policy Context) of this EIAR.

12.1.2 Outline Scheme Description

The proposed Scheme comprises a high-capacity, high-frequency light rail running from Broombridge to Charlestown, connecting Finglas and the surrounding areas with Dublin’s wider public transport network by providing a reliable and efficient public transport service to the city centre via Broombridge.

As shown in Volume 4 - Map Figure 1-1, starting from Broombridge, the proposed Scheme travels northwards, crossing the Royal Canal and the Maynooth railway line adjacent to Broome Bridge. It then runs adjacent to the east of Broombridge Road and Dublin Industrial Estate. It then crosses Tolka Valley Park before reaching the proposed St Helena’s Stop and then proceeds northwards towards the proposed Luas Finglas Village Stop. From here, the route passes through a new corridor created within the Finglas Garda Station car park, making its eastern turn onto Mellows Road. The route then proceeds through Mellows Park, crossing Finglas Road, towards the proposed St Margaret’s Road Stop. Thereafter, the proposed line continues along St Margaret’s Road before reaching the terminus Stop proposed at Charlestown.

The proposed Scheme has been designed to integrate with the existing and future transport network, providing connections with bus services at all new Stops, mainline rail services at Broombridge, and a Park and Ride facility to intercept traffic on the N/M2. In addition, the proposed Scheme through the inclusion of integrated cycle lanes and cycling infrastructure sets out to facilitate multimodal 'cycle- light rail transit (LRT) trips' as a key aspect of the Luas Finglas scheme.

The proposed Scheme will comprise a number of principal elements as outlined in Table 12-1 and Table 12-2. A full description of the proposed Scheme is provided in the following chapters of this EIAR:

- Chapter 1 (Introduction);
- Chapter 5 (Description of the proposed Scheme); and
- Chapter 6 (Construction Activities).

Table 12-1: Overview of the Key Features of the proposed Scheme

Scheme Key Features	Outline Description
Permanent Scheme Elements	
Light Rail track	3.9km extension to the Luas Green Line track from Broombridge to Finglas (2.8km of grass track, 700m of embedded track and 360m of structure track)
Depot Stabling facility	A new stabling facility (with stabling for eight additional LRVs) will be located just south of the existing Broombridge terminus, as an extension of the Hamilton depot area.
Luas Stops	Four Stops located at: St Helena's, Finglas Village, St Margaret's Road and Charlestown to maximise access from the catchment area including the recently re-zoned Jamestown Industrial Estate.
Main structures	Two new LRT bridges will be constructed as part of the proposed Scheme: a bridge over the River Tolka within Tolka Valley Park and a bridge over the Royal Canal and the Iarnród Éireann (IÉ) railway line at Broombridge. A number of existing non-residential buildings will be demolished to facilitate the proposed Scheme. In addition, the existing overbridge at Mellows Park will be demolished.
At grade signalised junctions	10 at grade signalised junctions will be created at: Lagan Road, Ballyboggan Road, Tolka Valley Road, St. Helena's Road, Wellmount Road, Cappagh Road, Mellows Road, North Road (N2), McKee Avenue and Jamestown Business Park entrance. Note: The junction at Charlestown will be reconfigured but does not have a LRT crossing.
Uncontrolled crossings	13 at grade uncontrolled crossings (11 pedestrian / cycle crossings and two local accesses located at: Tolka Valley Park, St Helena's, Farnham pitches, Patrickswell Place, Cardiff Castle Road, Mellows Park, St Margaret's Road, and ESB Networks.
Cycle facilities	Cycle lanes are a core part of the proposed Scheme in order to facilitate multimodal "cycle-LRT trips". Approximately 3km of segregated cycle lanes and 100m of non-segregated cycle lanes along the route. Covered cycle storage facilities will be provided at Broombridge Terminus, Finglas Village Stop and St Margaret's Road Stop and within the Park & Ride facility. "Sheffield" type cycle stands will be provided at all stop locations.
Power substations	Two new traction power substations for the proposed Scheme will be located near Finglas Village Stop behind the existing Fire Station, and near the N2 junction before St Margaret's Road Stop where the current spiral access ramp to the pedestrian overbridge is located. A third substation is required for the Park & Ride facility.
Park & Ride facility	A new Park & Ride facility, with e-charging substation, located just off the M50 at St Margaret's Road Stop will be provided with provision for 350 parking spaces and secure cycle storage to facilitate multimodal "cycle-LRT trips". The

Scheme Key Features	Outline Description
	<p>building will feature photovoltaic (PV) panel roofing and is the location for an additional radio antenna.</p> <p>This strategic Park and Ride facility will intercept traffic on the N/M2 before congestion begins to form.</p>
Temporary Scheme Elements	
Construction compounds	<p>There will be three principal construction compounds, two located west of Broombridge Road and one located at the northern extents of Mellows Park. In addition, there are other secondary site compound locations for small works/storage. Details can be found in Chapter 6 (Construction Activities) of this EIAR.</p>

Table 12-2: Summary of New Bridges of the proposed Scheme

Identity	Location	Description
Royal Canal and Rail Bridge	Approximately 10m east of the existing Broome Bridge and then continuing north, parallel with Broombridge Road on its east side	The proposed bridge is an eight-span structure consisting of two main parts: a variable depth weathering steel composite box girder followed by a constant depth solid concrete slab. The bridge has the following span arrangement: 35 + 47.5 + 30 + 17 + 3x22 + 17m. Steel superstructure extends over the first three spans. The bridge deck is continuous over the full length of 212.5m and has solid approach ramps at both ends.
Tolka Valley Park Bridge	Approximately 30m west of the existing Finglaswood Bridge	A three-span structure with buried end spans, thus appearing as a single span bridge. End spans as well as part of the main span consist of post-tensioned concrete variable depth girder, the central section of the main span is a suspended weathering steel composite box girder. The overall length of the bridge is 65m with spans 10m, 45m, 10m.

12.2 Methodology

12.2.1 Study Area

The study area encompasses the entire length of the proposed Scheme from Broombridge in the south to Charlestown in the north. All of the properties to be directly impacted permanently or temporarily by the proposed Scheme are considered to represent the study area. Impacted properties include the following:

- Residential property;
- Commercial property;
- Industrial property;
- Community / Amenity property – including bus / rail / LRT interchange, public parks, open space or lands that are used for recreation amenity; and
- Development land – lands zoned for development (with or without planning permission) and sites with planning permission.

12.2.2 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:

- Environmental Impact Assessment of Projects – Guidance on Scoping (Directive 2011/92/EU as amended by 2014/52/EU) (European Union 2017b);
- Guidelines for Planning Authorities and An Bord Pleanála on conducting Environmental Impact Assessment (Department of Housing, Planning and Local Government, 2018);
- Guidelines on the Information to be contained in EIARs (EPA, 2022); and

- Guidance on the preparation of the environmental impact assessment report (Directive 2011/92/EU as amended by 2014/52/EU).

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 policy documents relevant to the proposed Scheme were reviewed with respect to land use plans:

- Dublin City Development Plan 2022-2028 (DCC, 2022);
- Variation No. 33 of the Dublin City Development Plan 2016-2022 effective as of the 14th June 2021: Lands at Jamestown Road and St Margaret's Road / McKee Avenue, Finglas, Dublin 11;
- Baile Bogáin (Ballyboggan) Local Area Plan (Pre-draft consultations only); and
- Fingal Development Plan 2023-2029 (FCC, 2023).

As part of the compilation of this Chapter, the policy documents above were considered with regards to the existing land use context into which the proposed Scheme will be constructed and operated. The proposed Scheme was assessed to be in accordance with the statutory planning policy for the area in which it is situated, at national, regional and at local level. For further details, refer to Chapter 2 (Planning and Policy Context) of this EIAR.

12.2.3 Data Collection and Collation.

Data collection took the form of desktop studies and field surveys (see section 12.2.3.1). The initial assessment involved desktop research and analysis of existing documentation to identify the property types and uses which will be directly impacted by the proposed Scheme. The principal data sources used in the study were:

- GeoDirectory;
- Tailte Éireann; (The state agency in Ireland responsible for property registrations, property valuation and national mapping services);
- Dublin City Council zoning maps (Dublin City Development Plan 2022-2028);
- Fingal County Council zoning maps (FCC Development Plan 2017-2023); and
- Fingal County Council zonings maps (FCC Development Plan 2023-2029).

GeoDirectory is a service, jointly established by An Post and Ordnance Survey Ireland (now Tailte Éireann), 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 (Q2 2022). The GeoDirectory has been utilised in this proposed Scheme to determine properties with commercial services in the study area.

12.2.3.1 Field Surveys

Within the study area of properties that will be directly impacted by the proposals, roadside and walkover surveys were conducted on 16th September 2021, 29th November and 7th December 2022 and 11th August 2023. These surveys were conducted to confirm the impact on registered and unregistered properties and to confirm that the information acquired through the desktop study was accurate. As the design developed, additional field surveys at particular locations were carried out to ensure that any changes were captured. A full inventory of boundary treatments and street furniture was carried out during the December 2022 survey.

12.2.3.2 Consultations

Following a review of the Emerging Preferred Route (EPR) and the issues raised during the EPR Consultation, the Preferred Route (PR) was determined. Consultation on the PR (and associated land take) took place over an eight-week period from 7th December 2021 to 31st January 2022. A total of 363 submissions were received by email, post and at consultation events.

Further details on the consultation process and stakeholders consulted can be found in Chapter 1 (Introduction) of this EIAR and in the Non-Statutory Public Consultation reports published by TII (also included for reference in Volume 5 – Appendix A1.1 and Volume 5 – Appendix A1.2 of this EIAR).

The development of this Chapter was informed by ongoing consultations with impacted stakeholders. This consultation to date¹ has included 189 online or in-person meetings with 52 individual and group stakeholders.

Over 340 property stakeholders have been identified, consisting of residential homeowners / residential tenants / commercial property owners / commercial tenants / retail owners / retail tenants / industrial lands / industrial owners / industrial tenants / local authorities / state bodies / state authorities / educational institutions / religious lands / religious organisations.

TII has conducted title research via desk-based research and attendance at relevant public repositories to establish the identity of owners / occupiers associated to Tag References / Plots as appearing on the Railway Order Property Drawings and have issued correspondence to the owners / occupiers. To date, TII has had approximately 85% success rate whereby property stakeholders have responded and verified their interest. TII has supporting documentation which provides a high level of confidence associated with the remaining 15% of stakeholders who have not yet responded.

TII has made all reasonable efforts to identify and verify the owners/occupiers of all Tag References / Plots as appearing on the Railway Order Property Drawings which will facilitate the notification of the owners/occupiers when the Railway Order Application is lodged with An Bord Pleanála.

12.2.4 Methodology for the Assessment of Impacts

The assessment of the predicted impact of the proposed Scheme 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).

The methodology for the assessment of the significance of impact on property commenced with a desktop survey of project mapping and information. Subsequently, roadside surveys of properties impacted by the proposed Scheme were undertaken for verification of the desktop findings, followed by consultation meetings with particular property owners.

The baseline environment and impact assessment relied on information from several sources including Tailte Éireann and landowner consultation.

From a review of property impacts, it became evident that consultation between property owners and the Luas Team would be necessary. These included private property owners and / or leaseholders and public bodies such as Dublin City Council (DCC), Fingal County Council (FCC) and others including Iarnród Éireann, Waterways Ireland, An Garda Síochána, the Office of Public Works (OPW), schools and sports clubs.

Property surveys included onsite meetings with property owners and occupiers, roadside and walkover surveys of the affected lands and assessment of property impacts, such as access changes, internal vehicular turning movements and direct impacts on structures and boundaries, as well as service yards and car parking. TII continues to engage with impacted stakeholders as previously referred to above.

¹ Figures updated up to 31st of July 2024.

Property surveys, including the use of drone surveys of the affected lands, enabled an assessment of the impact of the proposed Scheme and the exploration of possible mitigation measures necessary to alleviate potential negative impacts. The impacts of the proposed Scheme were described with the use of drawings and 3D images. In several cases, the position of the proposed Scheme infrastructure or boundaries was physically marked on site to aid assessment of the impacts.

The effect of land take on property impacted by the proposed Scheme was considered in this assessment and includes impacts on residential, commercial, industrial, community, public amenity (parklands, playing fields and green spaces), development land and non-agricultural land. The impact of the loss of public open space and associated amenity value (including parks and sports grounds) is assessed separately within Chapter 8 (Population) of this EIAR.

The baseline environment was evaluated on an individual property basis and assigned a baseline rating. This baseline rating, combined with a magnitude of impact from construction and operational impacts associated with the proposed Scheme, was used to determine the significance of the impact. Following the implementation of mitigation measures, an assessment of the residual impact was conducted.

12.2.4.1 Baseline Categorisation Criteria

The baseline environment was evaluated on an individual property basis depending on its land take character, value (importance) and sensitivity. Each of the terms used is explained below.

Property character

Lands range from existing Luas infrastructure areas, canal and canal bank, parkland, industrial areas and suburban lands in Finglas to higher density urban areas in Charlestown including existing residential, institutional and commercial premises. Some of the properties in the scheme catchment include:

- Residential areas / private dwellings; and
- A variety of industrial and commercial lands and premises (e.g. located alongside the Broombridge Road / St Margaret's Road / Jamestown Business Park);
- Playing fields, e.g. at Farnham Park;
- Schools and institutional uses, e.g. St Helena's Resource Centre, Finglas DCC offices;
- Amenity lands located along the alignment (e.g. Royal Canal, Tolka Valley Park / Mellowes Park);
- Finglas Garda Station car park; and
- Irish Rail Station Broombridge.

A description of the land take is described in section 12.3. Additionally, lands zoned for redevelopment are described in Chapter 2 (Planning and Policy). Land use is described in Chapter 8 (Population) and a detailed description of the landscape of the area impacted is assessed in Chapter 21 (Landscape and Visual Amenity) of this EIAR.

Property Importance

Every property is important on its own right, particularly to the owner / occupier. In the context of this chapter, the relative importance of one particular property over another depends on its use. Property uses along the alignment vary from unused brownfield sites to higher importance properties such as occupied residential houses and commercial buildings.

Property 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 change than others. Properties such as educational facilities and private residences are very sensitive to change. Protected structures are also very sensitive to change and are protected under national legislation - further consideration of impacts on protected structures is covered in Chapter 20 (Cultural Heritage) of this EIAR. Commercial properties may have different sensitivities, depending on the nature and scale of the business. Property categories that are impacted by the proposed

Scheme that may be very sensitive to change may have a high baseline rating and those properties that may not be very sensitive to change may have a low baseline rating.

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 2022-2028 (DCC, 2022), and the Fingal Development Plan 2023-2029 (FCC, 2023). Professional opinion also plays an important role in the assessment of the baseline rating.

12.2.4.2 Baseline Rating

Properties are viewed as being very important to the individual owners and occupiers and are sensitive to acquisition. However, the baseline ratings for land take include evaluation on an individual property basis depending on land take character, value (importance) and sensitivity. This included their capacity to accept change, whilst taking into account their value at a community / societal level and the current use of the property.

Table 12-3 outlines the criteria for sensitivity baseline categorisation. The criteria for each of the baseline ratings have been developed in consideration of the relevant EPA guidelines on describing the existing environment (Guidelines on the Information to be contained in EIARs (EPA, 2022)).

Table 12-3: Criteria for Assessment of sensitivity baseline ratings

Baseline	Criteria
High	Residential property. Industrial / Commercial property. Community property used for public and private education, recreation and / or amenity. Land / site that is zoned and / or planning permission exists for development.
Medium	Land / site that is not zoned and / or planning permission does not exist for development. Residential property (vacant / derelict / ruin). Commercial property (vacant / derelict / ruin).
Low	Property consisting of public road / private road and small plots of land.

12.2.4.3 Impact Magnitude

The criteria used to determine the magnitude of impact for the property impacted by the proposed Scheme are shown in Table 12-4. The criteria for each of the impact ratings have been developed in consideration of the relevant EPA guidelines on the assessment of impact.

Table 12-4: Criteria for Assessment of impact magnitude

Criteria	Impact Magnitude
An impact on the property where the use of the property cannot continue.	High
An impact on the property where the use of the property can continue / An impact of temporary or permanent duration resulting in a change to the character of the property.	Medium
An impact on the property where the use of the property can continue / An impact of temporary or permanent duration with a minimal effect on the character of the property.	Low
An impact on the property that does not affect the use of the property (i.e. acquisition of public road / private road only).	Very low

12.2.4.4 Significance of Impacts

The significance of impacts was assessed in consideration of the magnitude of the impact and the baseline rating of the land upon which the impact will occur. There are three categories of baseline rating ranging from 'low' to 'high'. There are four categories of magnitude of impact ranging from 'very low' to 'high'. The likely significance rating is determined by reference to the matrix in the Table 12-5 using the baseline rating

and magnitude of impact. The likely significance of impact is prior to the implementation of any mitigation measures.

Table 12-5: Criteria for Assessment of impact significance

Impact Magnitude	Baseline Rating		
	High	Medium	Low
High	Very Significant or Profound	Significant or Very Significant	Moderate
Medium	Significant	Moderate	Slight
Low	Slight or Moderate	Slight	Not Significant
Very Low	Imperceptible or Not Significant	Imperceptible or Not Significant	Imperceptible

The source and type of all predicted impacts, during both the Construction Phase and Operational Phase, are described in section 12.4. Mitigation measures to be put in place are defined in section 12.5. At a minimum, mitigation measures are defined for adverse impacts that are deemed to be of significance prior to mitigation. In some cases a significant impact may have limited potential for mitigation and this is referred to in Table 12-8, Table 12-9, Table 12-10 and Table 12-11 below. The extent to which mitigation is needed increases as the significance of the effect increases. However, increased significance does not mean mitigation will or can be provided e.g. some significant or profound impacts. The residual effect is then evaluated in section 12.6.

12.3 Baseline Environment

12.3.1 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 baseline land take environment has been defined through:

- title research for all lands / properties to be acquired on a temporary or permanent basis within the study area;
- a desktop study;
- consultation with property owners and occupiers; and,
- Site visits / walkover surveys.

The baseline environment is then categorised using the criteria outlined in section 12.2.4.1.

The proposed Scheme involves the extension of the Luas Green Line from its current terminus in Broombridge to its terminus at Charlestown as detailed in Chapter 5 (Description of the proposed Scheme) of this EIAR. For the purposes of the route alignment study and the scheme design development, the alignment was sub-divided into four zones as follows:

Area 30: This area is predominated by light industrial and commercial premises. It includes the current Luas Broombridge Hamilton depot. The works to the associated areas connected to Broombridge Hamilton depot include an increase in the capacity of the stabling (external LRV parking). The location of the stabling extension is a vacant former factory site adjacent to the Batchelors premises on Bannow Road. The land is owned by Dublin City Council and has been earmarked for future housing use.

Area 31: This area is predominated by industrial and commercial properties and associated boundaries. It includes some unused lands within Glen Industrial Estate. This area encompasses the current public transport interchange at Broombridge for Luas, main line rail and bus services. The Royal Canal passes through Area 31 along with its associated canal side towpaths / greenway. The area includes the River Tolka and Tolka Valley Park (a former municipal refuse dump). From Broombridge to Tolka Valley Road is

approximately 850m long with two LRT bridge structures: one crossing the canal and railway and the other crossing Tolka Valley Park and River Tolka. There are no Luas Stops included in this Area. A number of premises are directly impacted and demolition of two industrial premises on Broombridge Road will be required, as well as a DCC Parks Department store within the park itself. The construction of the Royal Canal and Rail overbridge will remove or severely impact some access gates and boundaries to industrial properties along Broombridge Road, thereby requiring alternative access arrangements.

Area 32: This area consists primarily of parklands, much of which is reclaimed land, and the area also includes two major heritage features (King William's Ramparts and St Helena's Resource Centre). The scheme crosses or passes close to sports facilities, residential developments and community or public use areas such as schools, creches, Finglas Garda Station and DCC Finglas Civic Centre. From Tolka Valley Road to Finglas Village Stop is approximately 1,450m long including two Stops: St Helena's Stop and Finglas Village Stop. The lands through this area include undeveloped public open space at St Helena's where the first Stop will be located, followed by managed parklands including both Gaelic and soccer pitches at Farnham Drive. The proposed Scheme continues mostly through parklands with frontages consisting of mixed private residential and institutional uses. The proposed Scheme crosses the front of the Ravens Court housing estate impacting two private gardens and the communal space of this development. It then crosses the current Garda Station lands necessitating the relocation of a freestanding building at the rear of the Garda Station and reconfiguration of the current car parking and access gates. The proposed Scheme proceeds across Mellowes Road where the new Finglas Village Stop will require the acquisition of the current car parking at the local Council offices. The proposed Scheme continues northwards alongside the former park Superintendent's cottage which is in short-term use as a counselling service and it is proposed to use the grounds as a temporary site facility during the Construction Phase. A future housing/mixed use development by DCC is under consideration at this location.

Area 33: Area 33 consists of a mixture of light industrial, commercial, retail, and residential properties. From north of Finglas Village Stop to the terminus (Charlestown Stop) is approximately 1,420m long and includes two Luas Stops: St Margaret's Road Stop and the Charlestown terminus Stop and two substations: the first of which is located next to an existing Uisce Éireann pumping station at the rear of Finglas Fire Station. An existing DCC Parks Department storage building is to be demolished to facilitate the new substation. The proposed Scheme continues up to the N2 roundabout through Mellowes Park where the existing pedestrian overbridge across the N2 will be demolished. The roundabout at the N2 will be significantly remodelled to provide at grade crossings. The area remaining after demolition of the existing spiral ramp to the overbridge at North Road will be used to accommodate the second traction substation. The location for the new St Margaret's Road Stop will necessitate the demolition of a number of commercial premises at this location, namely North Road Motor Company and Pizza Hut Delivery. There are also some occupied business premises at the rear of this location that will be impacted due to the proposed Scheme. Along St Margaret's Road, there are varying degrees of impact to commercial and residential properties to facilitate the new alignment as well as realigned roadway, footpaths, and new cycleways. A number of access roads onto St Margaret's Road will be removed and alternative rear access will be provided. A small existing electrical substation for Manhattan Peanuts will be demolished and rebuilt in a new location within the existing site. A proposed 350-space Park & Ride facility, accessed via the R135, is to be located close to the St Margaret's Road Stop utilising lands currently occupied by Discount DIY. Discussions on the layout and arrangements for the configuration of the parking facility have taken place, both with the property owners and DCC, and a Park & Ride structure design has been developed which is compatible with both the existing configuration and a proposed potential future redeveloped supermarket. A new junction is proposed north of the current roundabout to facilitate ingress and egress to/from the N2 and M50. Access to Jamestown Little Industrial Estate from St Margaret's Road will be closed and alternative rear access provided. Four private houses at St Margaret's Court will be directly impacted in that their current front parking spaces will be relocated and vehicular access from St Margaret's Road via the side road to the houses behind will be closed. A new alternative access will be provided from the entrance road to Jamestown Business Park and replacement parking at the rear of the houses will be provided. The current road access at McKelvey Road is to become a cul-de-sac with pedestrian access only. Impacted residents will access their properties via McKelvey Avenue. As the proposed Scheme nears the terminus in Charlestown, there are encroachments on private commercial properties which will impact landscaped areas and car parking. The road junction at Charlestown is to be significantly reconfigured to improve pedestrian, cycle, and bus access.

12.3.2 Baseline Description and Categorisation

All of the lands / properties that may be impacted by the proposed Scheme are indicated on the property drawings and schedules included with the Railway Order (RO) application. These include properties which have been identified for temporary or permanent acquisition, properties that will be directly restricted or altered as a result of the proposed Scheme and where rights of way will be affected.

There are 66 property owners directly affected by the proposed Scheme and the individual plots include 19 residential properties, nine industrial properties, 15 commercial properties, 16 community property owners and four are vacant potential development sites (note that a number of sites have dual or combined usage). A small number of impacted properties are not listed in the Tailte Éireann register or have changed ownership and TII have established the identity of these owners. There are over 340 stakeholders in total impacted including leaseholder / tenants of which 85% have been identified and have confirmed their interest. TII continues to use its best efforts to establish the identity of all remaining impacted stakeholders.

The baseline ratings for property along the proposed Scheme are presented in Table 12-6.

Table 12-6: Properties to be impacted upon by the proposed Scheme

Rating	No. of Properties (by owner)	% of Total
High	58	85.3%
Medium	8	11.7%
Low	2	3%
Total	68	

A general description of properties that are subject to land take is provided in Table 12-8 to Table 12-11 inclusive below. The baseline rating is independent of land take (which is relevant to magnitude of impact). Land parcels to be impacted by the proposed Scheme are identified using a unique tag reference indicated on the property drawings and are used in Table 12-8 to Table 12-11.

12.4 Predicted Impacts

12.4.1 Do Nothing Scenario

Should the construction of the proposed Scheme not go ahead, there will be no impact arising from land take. Therefore, the predicted impact on land take of the do-nothing scenario is neutral. Given the urban location of the proposed Scheme, it is expected that, in the absence of the proposed Scheme, some urban impacted areas (for example, lands at Bannow Road / St Helena's Road), may form part of development sites.

12.4.2 Construction Phase

There are three 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; and
- Demolition of structures, including boundary walls / fencing.

Note that other construction impacts on property such as access during construction, noise, dust, surface water drainage, services interruption, etc are considered in Chapter 6 (Construction Activities), Chapter 13 (Air Quality), Chapter 15 (Noise and Vibration) and Chapter 17 (Material Assets: Infrastructure and Utilities) of this EIAR.

The above acquisitions include air rights above a defined datum in some cases for bridges e.g. above the Royal Canal, railway line and River Tolka.

Some temporarily acquired lands (for example portions of front gardens) will be handed back with a changed gradient to a garden/driveway or a repositioned boundary wall/entrance.

During the Construction Phase of the proposed Scheme, a total of 307,411.3m² of land lies within the Scheme site extents boundary, including public roads. A total of 170,625.5m² is to be acquired temporarily to accommodate construction compounds and construction activities (including enabling works, demolition, excavations, traffic diversions, Luas Stops and Park & Ride construction). A total of 53,490.5m² is to be acquired permanently to accommodate the proposed Scheme.

Construction impacts are addressed in detail in Chapter 6 (Construction Activities) of this EIAR.

12.4.2.1 Permanent Land Take

There is a total of 52,480m² of permanent land take required for the scheme. All permanent land take is shown on the property drawings that accompany the RO application. The permanent acquisition and demolition of properties has been addressed under construction impacts as these land areas are required to construct the proposed Scheme. Mitigation measures are described in section 12.5.

A summary of the main demolition requirements for the proposed Scheme is provided in Table 12-7 below. There will be other more minor demolition requirements associated with utility structures and boundary walls.

Table 12-7: Summary of the Main Demolition Requirements

Project Area	Description
Area 30	There are no demolitions of premises required in Area 30. There is a small section of boundary wall to a derelict building to be removed.
Area 31	Several premises are impacted and the scheme will require the demolition of two industrial premises on Broombridge Road, one of which is currently occupied. The construction of the new overbridge will remove or severely impact 13 access gates and boundary walls along Broombridge Road. An existing parks storage facility within Tolka Valley Park will be used for temporary construction activities and then demolished and the area will be landscaped (as per agreement with DCC).
Area 32	Demolition of a freestanding building at the rear of the Garda Station and reconfiguration of the current car parking is required. A small substation within Ravens Court and another at the Garda Station parking area are to be combined into a new combined substation. Demolition and relocation of boundary walls to Ravens Court and metal fence to Garda Station.
Area 33	The grounds of the former park Superintendent's cottage (which is currently in use as counselling service) will be used for temporary site accommodation and then revert to DCC use with only the boundary fence to be demolished. A DCC Parks Department storage facility at the side of the Finglas Civic Centre is to be demolished to make way for a new electrical substation. There are other minor fence and wall demolitions in this area. At the N2 roundabout through Mellowes Park, the existing pedestrian overbridge across the N2 will be demolished. The roundabout at the N2 will be significantly remodelled. The area remaining after demolition of the existing spiral ramp to the overbridge will be used to accommodate a second new electrical substation. The location for the new Stop will necessitate the demolition of several operational business premises at this location including North Road Motor Company and Pizza Hut Delivery. There are impacts on domestic boundary walls on St Margaret's Road, North Road and a garden shed at 234 McKee Avenue. A small existing electrical substation for Manhattan Peanuts will be demolished and rebuilt in a new location within the same site. A small electrical substation in front of Lidl supermarket will be demolished and relocated. A small storage building within Jamestown Little Industrial Estate will be demolished to facilitate a new access road.

Project Area	Description
	<p>A small lean-to extension of the Finglas Auto Parts building is to be demolished.</p> <p>A loading dock within Jamestown Business Park is to be demolished.</p> <p>The Park & Ride facility is located on land currently owned by Lidl and occupied by Discount DIY, a light industrial / retail premises which will be demolished.</p>

12.4.2.2 Temporary Land Take

The construction works for the proposed Scheme will involve a total temporary land take of 170,625.5m². The lands will comprise a wide range of types including residential, industrial / commercial, development sites, car parking, community and amenity lands, canal, canal bank, towpaths, and non-agricultural greenfield / parkland areas. Some temporary land take will be used for construction compounds, crane operation areas and material storage. The temporary land take areas will be reinstated either to “as was” condition or will be landscaped as detailed on the Railway Order landscape drawings.

Access to a number of properties will be affected during the Construction Phase. Access will be maintained during construction but may involve some limited restrictions/diversions from time to time as agreed with the owner / occupier. The construction of local road junctions and crossings, in particular, may impact on access to properties in this manner. Temporary local traffic management and access controls will be put in place as required and all impacted owners / occupiers will be notified and consulted to minimise any temporary impacts and to always ensure maximum safety for the public and the construction team.

Impacts on property boundary walls / fencing

There will be minor demolition requirements associated with utility structures and boundary walls and fencing along the alignment. Where an existing boundary wall or fence is impacted, a replacement will be constructed on the new property boundary line. Where possible, existing materials will be recycled and reused, matching materials to existing or, alternatively, new sympathetic materials shall be used. A full inventory and assessment of street furniture and boundary walls / fences has been completed to identify where such works are to be conducted. Details of typical boundary treatment are available on the Railway Order Landscape drawings and Volume 5 – Appendix A21.2 (Urban Integration report) which accompany this EIAR.

Assessment of predicted impacts on Receptors

Table 12-8, Table 12-9, Table 12-10 and Table 12-11 below depict the predicted impact assessment on the different receptors.

Table 12-8: Land take Impact Assessment in Area 30

Owner ID	Tag No.	Property Type	Baseline rating	Area taken permanently (m ²)	Area taken temporarily (m ²)	Public Right of way extinguished (inc. vehicular only) (m ²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific Mitigation Measures	Significance of residual effects
PA 100	D1-30O-A2 D1-30O-T2	Development land – Vacant site	Medium	1,408.6	73.3	0	Reduction in developable land area. Impacting future development potential due to reduced area	Medium	Moderate	Provision of new boundary treatment.	Moderate
PA 101	D1-30O-A1 D1-30O-T1	Development land – Vacant site	Medium	337.6	286.9	0	Reduction in developable land area. Impacting future development potential due to reduced area	Medium	Moderate	Provision of new boundary treatment.	Moderate

Railway Order drawing reference: LDD101-BEV-PA-GD03-XX-DR-TX-00001, LDD101-BEV-PA-GD03-XX-DR-TX-00003.

Table 12-9: Land take Impact Assessment in Area 31

Owner ID	Tag No.	Property Type	Baseline rating	Area taken permanently (m ²)	Area taken temporarily (m ²)	Public Right of Way extinguished (inc. vehicular only) (m ²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific Mitigation Measures	Significance of residual effects
PA 100	D1-31A-A11 D1-31A-A16 D1-31A-A20 D1-31A-A21 D1-31A-A22 D1-31A-A23 D1-31A-A24 D1-31A-A25 D1-31A-A26 D1-31A-A27 D1-31A-A28 D1-31A-A29 D1-31A-A30 D1-31A-A31 D1-31A-A32 D1-31B-A1 D1-31B-A2 D1-31B-A3 D1-31B-A5 D1-31B-A7 D1-31B-A8 D1-31B-A9 D1-31B-A10 D1-31B-A11 D1-31A-T11 D1-31A-T12 D1-31A-T13 D1-31A-T14	Community	High	2,877.9	18,261.3	515.1	Permanent and temporary take for track/bridge construction including crane siting and haul road provision and operation and site access. Works compound. Demolition of existing building and landscape/ drainage installation. Air rights for bridge decks over River Tolka. Tree removal and modifications to integrated constructed wetlands. Public Rights of Way (ROW) to be extinguished. Temporary restrictions on access.	Medium	Significant	Use of grass track, minimised construction areas, reinstatement of landscape areas and additional new drainage, planting, lighting, cycleways, accessible footpaths, general improvement in public amenity, replanting and improved landscaping. Alternative designated safe crossing points to be provided.	Slight

Owner ID	Tag No.	Property Type	Baseline rating	Area taken permanently (m ²)	Area taken temporarily (m ²)	Public Right of Way extinguished (inc. vehicular only) (m ²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific Mitigation Measures	Significance of residual effects
	D1-31A-T15 D1-31A-T16 D1-31A-T17 D1-31A-T18 D1-31B-T1 D1-31B-T2										
PA101	D1-31B-A4 D1-31B-A6	Community	High	828.3	0	0	Demolition of existing building and landscape / drainage installation.	High	Profound	Area regraded and landscaped	Significant
PA 102	D1-31O-A1 D1-31O-T2 D1-31O-T3 D1-31O-T4	Community / Luas / Bus / Rail interchange	Low	992.8	1,222.9	0	Permanent and temporary land take for platform and bridge and track construction and provision of cycle storage facility. Temporary restrictions / diversions of access during construction, extinguishment of private ROW	Low	Not Significant	Re-configuration of layout. Installation of ramp / bridge abutment. Improvement in accessibility, provision of new LRT service, new cycle storage facilities, improved landscaping.	Not significant
PA 103	D1-31O-A2 D1-31O-A3 D1-31O-A4 D1-31O-A5 D1-31O-A6 D1-31O-A7 D1-31O-T5 D1-31O-T7 D1-31O-T8	Community / Railway	Low	347.4	217.6	96.5	Permanent and temporary land take for bridge installation and construction, demolition of existing metal ramp with extinguishment of private ROW.	Medium	Slight	Securing and creating safe area around and above railway tracks and platforms for construction. Interfaces for operations and project overlaps discussed with IÉ. Provision of new landscaping.	Not significant
PA 104	D1-31O-T1	Development land	Medium	0	1,886.9	0	Temporary land take for short-term site compound for bridge works including provision of controlled access.	Low	Slight	Area reinstated after use.	Not significant
PA 105	D1-31O-A12 D1-31O-A15 D1-31O-T13 D1-31A-T1	Development Land	Medium	277.7	1,992.4	0	Permanent and temporary land take to accommodate re-alignment of road, utilities relocation	Low	Slight	New wall / fence to be provided.	Not significant
PA 107	D1-31O-A8 D1-31O-A9 D1-31O-T6 D1-31O-T9 D1-31O-T10 D1-31O-T11	Community / Canal	High	257.2	591.7		Permanent and temporary land take for bridge construction, including air rights over canal, acquisition of private ROW, realignment of road, construction site working and safe area.	Medium	Significant	Reinstatement of canal bank / towpath and greenway. New landscaping and provision of new maintenance access to canal bank and footpaths.	Slight
PA 108	D1-31O-A10 D1-31O-A11 D1-31O-A13 D1-31O-A14	Industrial	High	962	660	0	Permanent and temporary land take for bridge construction, safe working area, acquisition of private ROW, construction of new boundary wall and entrance to premises. Loss of existing	Medium	Significant	Current use can continue with modifications to circulation / parking and access. New entrance provided on Broombridge Road.	Slight

Owner ID	Tag No.	Property Type	Baseline rating	Area taken permanently (m ²)	Area taken temporarily (m ²)	Public Right of Way extinguished (inc. vehicular only) (m ²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific Mitigation Measures	Significance of residual effects
	D1-31O-A16 D1-31O-T12 D1-31O-T15 D1-31A-A2						entrance, boundary wall and parking				
PA 110	D1-31A-A1 D1-31A-A3 D1-31A-A4 D1-31A-A5 D1-31A-A7 D1-31A-A8 D1-31O-T14 D1-31A-T2 D1-31A-T3 D1-31A-T2.1	Industrial (vacant)	High	2,158.6	1,781.4	0	Permanent and temporary reduction in land, acquisition of private ROW, realignment of road, utilities relocation, demolition of existing vacant industrial building, use of site for temporary compound/ storage.	High	Profound	Provision of new boundary wall.	Significant
PA 112	D1-31A-A17	Industrial	High	1,494.2.	0	0	Permanent reduction in land, realignment of road, utilities relocation, demolition of industrial building and boundary fence.	High	Profound	Provision of boundary fence.	Profound
PA 113	D1-31A-A18 D1-31A-T9	Commercial	High	136.5	141.4	0	Permanent and temporary reduction in land for realignment of road, utilities relocation, reduction in circulation space and relocation of boundary.	Low	Moderate	Provision of new boundary wall. Circulation patterns rearranged.	Slight
PA 114	D1-31A-A19 D1-31A-T10	Industrial	High	222.6	238.9	0	Permanent and temporary reduction in land for track construction, realignment of road, utilities relocation, retaining wall/fence realignment, reduced circulation space around building and loss of three parking spaces.	Medium	Significant	Provision of new boundary retaining wall / fence.	Moderate
PA 116	D1-31A-A14 D1-31A-T7	Commercial	High	725.2	199.2	0	Permanent and temporary reduction in land to enable realignment of road, utilities relocation, new footpaths, boundary walls, cycleways and landscaping. Impact on existing building service entrance.	Medium	Significant	Circulation and access within site rearranged.	Moderate
PA 117	D1-31A-A6 D1-31A-A9 D1-31A-A10 D1-31A-A12 D1-31A-A13 D1-31A-A15 D1-31A-T4	Industrial	High	174.8	252.2	0	Permanent and temporary reduction in land, boundary fence modifications, tracks and bridge structure construction, realignment of road, utilities relocation, loss of access onto Broombridge road.	Low	Moderate	New entrance / access point on Lagan Road created and new boundary and landscape works and circulation within site.	Slight

Owner ID	Tag No.	Property Type	Baseline rating	Area taken permanently (m²)	Area taken temporarily (m²)	Public Right of Way extinguished (inc. vehicular only) (m²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific Mitigation Measures	Significance of residual effects
	D1-31A-T5 D1-31A-T6 D1-31A-T8										
Railway Order drawing reference: LDD101-BEV-PA-GZ31-XX-DR-TX-00001, LDD101-BEV-PA-GZ31-XX-DR-TX-00002, LDD101-BEV-PA-GZ31-XX-DR-TX-00009											

Table 12-10: Land take Impact Assessment in Area 32

Owner ID	Tag No.	Property type	Baseline rating	Area taken permanently (m²)	Area taken temporarily (m²)	Public Right of Way extinguished (inc. vehicular only) (m²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific mitigation measures / Notes	Significance of residual effects
PA 100	D1-32O-A1 D1-32O-T1 D1-32O-T2 D1-32O-T3 D1-32O-T4 D1-32A-A1 D1-32A-A2 D1-32A-T1 D1-32A-T2 D1-32A-T3 D1-32A-T4 D1-32A-T5 D1-32A-T6 D1-32B-A1 D1-32B-A2 D1-32B-A3 D1-32B-A4 D1-32B-A5 D1-32B-A6 D1-32B-A7 D1-32B-A8 D1-32B-T1 D1-32B-T3 D1-32B-T4 D1-32B-T5 D1-32B-T6 D1-32B-T7 D1-32B-T8 D1-32B-T9 D1-32B-T10 D1-32B-W2 D1-32C-A1	Community Amenity	High	14,199.8	90,821.1	6,085	Permanent and temporary reduction in land areas, tracks and platform construction, realignment of roads, footpaths and cycle tracks, utilities relocation, tree removal, landscaping and boundary works. Relocation and changes to soccer and Gaelic football pitches. Private of ROW to be acquired.	Medium	Significant	Road upgrade / football pitch / footways / boundary walls / cycle tracks / reinstatement of and additions to landscaping. Relocation and reinstatement of football pitch, new pitch lining and equipment storage. Enhancement of public realm – planting footpaths, viewing mounds. New safe crossing points provided. New access and parking arrangements at resource centre and school.	Moderate

Owner ID	Tag No.	Property type	Baseline rating	Area taken permanently (m ²)	Area taken temporarily (m ²)	Public Right of Way extinguished (inc. vehicular only) (m ²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific mitigation measures / Notes	Significance of residual effects
	D1-32C-A2										
	D1-32C-A3										
	D1-32C-A4										
	D1-32C-A5										
	D1-32C-A6										
	D1-32C-A7										
	D1-32C-A9										
	D1-32C-A10										
	D1-32C-A11										
	D1-32C-A12										
	D1-32C-A13										
	D1-32C-A14										
	D1-32C-A15										
	D1-32C-A16										
	D1-32C-A17										
	D1-32C-A18										
	D1-32C-T1										
	D1-32C-T2										
	D1-32C-T4										
	D1-32C-T5										
	D1-32C-T6										
	D1-32C-T8										
	D1-32C-T9										
	D1-32C-T10										
	D1-32C-T11										
	D1-32C-W1										
	D1-32D-A1										
	D1-32D-A2										
	D1-32D-A3										
	D1-32D-A4										
	D1-32D-A5										
	D1-32D-A6										
	D1-32D-A9										
	D1-32D-A11										
	D1-32D-A12										
	D1-32D-A13										
	D1-32D-A14										
	D1-32D-A15										
	D1-32D-A16										
	D1-32D-A20										
	D1-32D-A23										
	D1-32D-A24										
	D1-32D-A25										
	D1-32D-A26										

Owner ID	Tag No.	Property type	Baseline rating	Area taken permanently (m ²)	Area taken temporarily (m ²)	Public Right of Way extinguished (inc. vehicular only) (m ²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific mitigation measures / Notes	Significance of residual effects
	D1-32D-T1 D1-32D-T3 D1-32D-T4 D1-32D-T5 D1-32D-T7 D1-32D-T8 D1-32D-T10 D1-32D-T11 D1-32D-T13 D1-32D-T14 D1-32D-T15 D1-32D-T16 D1-32D-T20 D1-32D-T21 D1-32D-T22 D1-32D-T23 D1-321-A1 D1-321-A2 D1-321-T1 D1-321-T3 D1-323-A1 D1-323-A2 D1-323-T1 D1-323-T3										
PA 120	D1-32C-A8 D1-32C-T7 D1-32C-W2	Community	High	182.4	84.7	30.1	Realignment of road, utilities relocation, temporary reduction in land for realignment of roadway / footpath, tree removal, landscaping, public ROW to be extinguished	Low	Moderate	Road / cycle track / footway rearrangement. Access maintained during and after construction.	Not significant
PA 121	D1-32C-T3	Community	High	0	16.6	0	Temporary reduction in land for realignment of roadway / footpath / adjustment of boundary wall, tree removal, landscaping,	Low	Slight	New boundary wall / footway provided.	Not significant
PA 122	D1-32D-A7 D1-32D-T2 D1-32D-T6	Community	High	3.4	39.3	0	Permanent and temporary reduction in land, demolition and realignment of boundary wall, landscaping works	Low	Slight	Provision of new footpath.	Slight
PA 123	D1-32D-A8 D1-32D-T9	Community	High	124	82.8	0	Permanent and temporary reduction in land, demolition and realignment of boundary wall and road, utilities relocation	Low	Slight	Provision of new boundary wall.	Slight
PA 124	D1-32D-A10 D1-32D-T12	Residential	High	27.7	18.4	0	Permanent and temporary reduction in land, track construction, boundary wall	Medium	Significant	Provision of new boundary wall and garden reinstatement.	Slight

Owner ID	Tag No.	Property type	Baseline rating	Area taken permanently (m ²)	Area taken temporarily (m ²)	Public Right of Way extinguished (inc. vehicular only) (m ²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific mitigation measures / Notes	Significance of residual effects
							demolition and relocation impact on garden				
PA 125	D1-32D-A17 D1-32D-T17	Residential	High	13.7	21	0	Permanent and temporary reduction in land, track construction, boundary wall demolition and relocation, impact on garden area	Medium	Significant	Provision of new boundary wall and garden reinstatement.	Slight
PA 126	D1-32D-A18 D1-32D-A19 D1-32D-T18 D1-32D-T19 D1-323-T2 D1-32D-A21 D1-32D-A22	Community	High	978.4	2,846.4	0	Permanent and temporary reduction in land for track construction, private ROW to be acquired, realignment of access, utilities relocation, construction of retaining wall and boundary fence demolition and relocation and reconfiguration of car park and entrance. Demolition of existing building within Garda Station grounds and relocation of memorial garden, exercise area and TII equipment	High	Profound	Car park rearranged and additional parking provided, new access road and entrance, new boundary walls / fence / memorial garden / exercise area and landscaping.	Significant
PA 129	D1-32B-T2 D1-32B-W1 D1-321-T2	Community	High	37.5	2,600	37.5	Temporary land take and private ROW to be acquired for new car parking and access arrangements, works to entrance and roadway, landscaping and boundary wall treatments	Medium	Significant	Provision of new parking and circulation arrangements, upgrade public realm, new boundary walls, noise barrier, new landscaping works.	Slight
Railway Order drawing reference: LDD101-BEV-PA-GZ31-XX-DR-TX-00001, LDD101-BEV-PA-GZ31-XX-DR-TX-00002, LDD101-BEV-PA-GZ31-XX-DR-TX-00009											

Table 12-11: Land take Impact Assessment in Area 33

Owner's ID / area	Tag No.	Property type	Baseline rating	Area taken permanently (m ²)	Area taken temporarily (m ²)	Public Right of Way extinguished (inc. vehicular only) (m ²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific Mitigation Measures	Significance of residual effects
PA 100	D1-33O-A1 D1-33O-A2 D1-33O-A3 D1-33O-A4 D1-33O-A5 D1-33O-A6 D1-33O-A7 D1-33O-A9 D1-33O-A10 D1-33O-A11 D1-33O-A12 D1-33O-A13	Community	High	37,464.5	6,556.6	1,719.9	Permanent and temporary reduction in land areas, tracks and stop platform, cycle storage construction, substation, realignment of roads, footpaths and cycle tracks, utilities relocation around local centre and through parkland. Public vehicular ROWs to be extinguished. Lands for temporary construction compounds. Tree removal and creation of landscape areas.	Medium	Significant	Improvement in junction by removal of roundabout and provision of signal-controlled junction and crossings. Provision of new Stop, public realm plaza, new boundary walls/fences, cycle lanes, footpaths and cycle storage. New tree planting and landscaping. Rearranged circulation at DCC Finglas District Centre.	Slight

Owner's ID / area	Tag No.	Property type	Baseline rating	Area taken permanently (m ²)	Area taken temporarily (m ²)	Public Right of Way extinguished (inc. vehicular only) (m ²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific Mitigation Measures	Significance of residual effects
	D1-33O-A14 D1-33O-A15 D1-33O-A16 D1-33O-A17 D1-33O-A18 D1-33O-A19 D1-33O-T1 D1-33O-T2 D1-33O-T3 D1-33O-T4 D1-33O-T5 D1-33O-T6 D1-33O-T7 D1-33O-T8 D1-33O-T9 D1-33O-T10 D1-33O-T11 D1-33O-T12 D1-33A-A1 D1-33A-A2 D1-33A-A3 D1-33A-A4 D1-33A-A5 D1-33A-A6 D1-33A-T1 D1-33A-T2 D1-33A-T3 D1-33A-T4 D1-33B-A1 D1-33B-A2 D1-33B-A3 D1-33B-A4 D1-33B-A5 D1-33B-A6 D1-33B-A7 D1-33B-A8 D1-33B-A9 D1-33B-A10 D1-33B-A11 D1-33B-A12 D1-33B-A13 D1-33B-A14 D1-33B-A15 D1-33B-A16						Demolition of pedestrian overbridge on N2 and extinguishment of ROW.				

Owner's ID / area	Tag No.	Property type	Baseline rating	Area taken permanently (m ²)	Area taken temporarily (m ²)	Public Right of Way extinguished (inc. vehicular only) (m ²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific Mitigation Measures	Significance of residual effects
	D1-33B-T1 D1-33B-T2 D1-33B-T3 D1-33B-T4 D1-33B-T5 D1-33B-T6 D1-33B-T7 D1-33B-T8 D1-33B-T9 D1-33C-W2										
PA101	D1-33O-A8	Community	High	319.8	0	0	Demolition of existing Parks Department building.	High	Profound	None	Profound
PA124	D1-33B-A17	Residential	High	26.2	0	0	Reduction in garden area, demolition and relocation of boundary wall.	Low	Moderate	Provision of new boundary wall/fence and landscaping	Slight
PA125	D1-33B-A19 D1-33B-A20 D1-33B-A24 D1-33B-A25	Commercial	High	491	0	0	Realignment of road, demolition of existing building, Private Right of way to be acquired.	High	Profound	None	Profound
PA126	D1-33B-A27	Commercial	High	184.9	0	0	Realignment of road, demolition of existing building.	High	Profound	None	Profound
PA 127	D1-33B-A18 D1-33B-T10	Commercial	High	92.7	58.3	0	Permanent and temporary reduction in land, realignment of road, utilities relocation, demolition of extension to commercial building.	High	Profound	Provision of new boundary wall / fence, landscaping.	Very significant
PA 128	D1-33B-A29 D1-33B-T11	Residential	High	128.2	66.1	0	Permanent and temporary reduction in land areas for construction of tracks and platform, utilities relocation.	Medium	Significant	Provision of new boundary wall / fence and landscaping.	Significant

Owner's ID / area	Tag No.	Property type	Baseline rating	Area taken permanently (m ²)	Area taken temporarily (m ²)	Public Right of Way extinguished (inc. vehicular only) (m ²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific Mitigation Measures	Significance of residual effects
PA 130	D1-33B-A31 D1-33B-T13 D1-331-A1 D1-331-T1 D1-331-T2	Industrial	High	1,286.6	1,570.4	0	Permanent and temporary reduction in land area for track construction, new access road (as per Jamestown Master plan), utilities relocation, boundary treatments adjusted new entrance created.	Medium	Significant	New boundary wall / fence provided.	Slight
PA 131	D1-33B-A30	Development land	High	947.9	40	0	Permanent and temporary reduction in land area, tracks and platform construction, realignment of access road, utilities relocation.	Medium	Significant	None.	Significant
PA 132	D1-33B-A37 D1-33B-A42 D1-33B-A45 D1-33B-T14 D1-33B-T17 D1-331-A2 D1-331-A3 D1-331-T3 D1-331-T4 D1-331-T5 D1-331-T6	Commercial	High	1,183.8	472.9	0	Permanent and temporary reduction in land area, track construction, realignment of access road, footpaths and cycle tracks, new road built, utilities relocation. Loss of vehicular access to frontage. Impact on services and loss of parking / storage. Private ROW to be acquired.	Medium	Significant	Alternative access from McKee Ave. provided / circulation and parking arrangements changed. New boundary fence to be provided. New signage for guidance/wayfinding.	Moderate
PA 134	D1-33C-A23 D1-33C-A25 D1-33C-A26 D1-33C-A28 D1-33C-T17 D1-33C-T18 D1-331-A4 D1-331-A5 D1-331-A6 D1-331-A7 D1-331-A8 D1-331-T7 D1-331-T8 D1-331-T9	Commercial / Industrial	High	3,410.7	157.6	0	Permanent and temporary reduction in land area, reorganisation of access from St Margaret's Road, new utilities and relocation of existing utilities. Private ROWs to be acquired. Demolition of existing temporary structure and fencing, and removal of loading bay.	Medium	Significant	New access road widening via Jamestown Business Park entrance to be provided. New wayfinding signage. Rearrangement of parking and loading facilities.	Moderate
PA 135	D1-33C-A4 D1-33C-A5 D1-33C-A6 D1-33C-A7 D1-33C-A8 D1-33C-A9 D1-33C-A10	Commercial	High	596.54	439.2	0	Permanent and temporary reduction in land area, track construction, realignment of road, utilities relocation. Removal of access onto St Margaret's Road for vehicles. Private ROW to be acquired.	High	Very significant	New access road connection at rear via Jamestown Business Park entrance to be provided. New directional signage and boundary treatment / landscaping.	Significant

Owner's ID / area	Tag No.	Property type	Baseline rating	Area taken permanently (m ²)	Area taken temporarily (m ²)	Public Right of Way extinguished (inc. vehicular only) (m ²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific Mitigation Measures	Significance of residual effects
	D1-33C-A11 D1-33C-A13 D1-33C-T2 D1-33C-T3 D1-33C-T4 D1-33C-T6 D1-33C-T7										
PA 136	D1-33B-A46 D1-33B-T19 D1-33C-A1 D1-33C-A2 D1-33C-T1	Industrial	High	206.8	114	0	Permanent and temporary reduction in land area, track construction, realignment of road, utilities relocation. Demolition of and relocation of substation and switch room. Loss of access to St Margaret's Road. Private ROW to be acquired. Loss of car parking, reduction in circulation space.	Medium	Significant	New access road at rear via McKee Avenue to be provided. New substation and switch room, directional signage and boundary treatment / landscaping.	Moderate
PA 137	D1-33C-A27	Residential	High	1.3	0	0	No physical impact – adjustment of ownership boundary.	Very Low	Not significant	N/A	Imperceptible
PA 139	D1-33B-A38 D1-33B-T16	Commercial	High	102.5	126.3	0	Permanent and temporary reduction in land area, realignment of road and boundary, utilities relocation, removal of vehicular access onto St. Margaret's Road. Loss of parking and circulation space.	Medium	Significant	New access road at rear via Jamestown Business Park entrance to be provided. New directional signage and boundary treatment / landscaping.	Moderate
PA 140	D1-33B-A47 D1-33B-T18 D1-33B-T20 D1-33C-A12 D1-33C-A16 D1-33C-A18 D1-33C-T5 D1-33C-T11	Commercial	High	567	793.9	0	Permanent and temporary reduction in land area, realignment of road, utilities relocation. Loss of parking spaces and reduced circulation. Private ROW to be acquired.	Medium	Significant	New boundary fence / wall and entrance to be provided. New circulation and parking markings.	Moderate
PA 141 (St Margaret's Road)	D1-33B-A21 D1-33B-A22 D1-33B-A23 D1-33B-A26 D1-33B-A32 D1-33B-A35 D1-33B-T12 D1-33B-T15	Commercial	High	870.7	1,171.1	93.4	Permanent and temporary reduction in land area, track construction, realignment of road, utilities relocation, existing substation to be demolished / relocated. Modifications to entrance. Construction to car parking, demolition of existing fence and realignment of boundary, landscaping. Private ROW to be acquired.	High	Very significant	New fence / wall and entrance to be provided. New parking and circulation space. Scheme coordinated with the landowner to seek to limit the impacts on potential redevelopment.	Significant

Owner's ID / area	Tag No.	Property type	Baseline rating	Area taken permanently (m ²)	Area taken temporarily (m ²)	Public Right of Way extinguished (inc. vehicular only) (m ²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific Mitigation Measures	Significance of residual effects
PA 141 (R135)	D1-33B-A33 D1-33B-A34 D1-33B-A36 D1-33B-A39 D1-33B-A40 D1-33B-A41 D1-33B-A43 D1-33B-A44	Commercial	High	43,125	0	0	Permanent acquisition of land, demolition of existing building. Private ROW to be acquired.	High	Profound	None	Profound
PA 142	D1-33C-A20 D1-33C-T13	Residential	High	53.7	52	0	Permanent and temporary reduction in land area, realignment of road, utilities relocation, relocation of garden wall, parking and garden.	Medium	Significant	New boundary wall provided. Parking rearranged. Landscaping.	Slight
PA 143	D1-33C-A24 D1-33C-T16	Residential	High	150.2	100.9	0	Permanent and temporary reduction in land area, realignment of road, utilities relocation, demolition and realignment of garden wall, parking and garden	Medium	Significant	New boundary wall provided, parking rearranged. Landscaping.	Slight
PA 144	D1-33C-A14 D1-33C-A15 D1-33C-T8	Commercial	High	130.2	76.4	0	Permanent and temporary reduction in land area, track construction, realignment of road, utilities relocation. Demolition of small lean-to structure and boundary wall. Impact on entrance and removal of access onto St Margaret's Road, Private ROW to be acquired. Impact on circulation and car parking for staff and customers.	Medium	Significant	New road access from rear provided / cycle track / footway. New boundary wall provided.	Slight
PA 145	D1-33C-A17 D1-33C-T10	Residential	Medium	14.9	21.9	0	Permanent and temporary reduction in land area, track construction, realignment of road, utilities relocation, demolition and relocation of wall and removal of parking access from St Margaret's Road. Private ROW to be acquired.	High	Very significant	New access road, footpath, new boundary wall provided, alternative parking provided.	Significant
PA 146	D1-33C-A19 D1-33C-T12	Residential	Medium	10.9	9.6	0	Permanent and temporary reduction in land area, track construction, realignment of road, utilities relocation, relocation of wall and removal of parking access from St Margaret's Road.	High	Very significant	New access road, footpath, new boundary wall provided, alternative parking provided.	Significant

Owner's ID / area	Tag No.	Property type	Baseline rating	Area taken permanently (m ²)	Area taken temporarily (m ²)	Public Right of Way extinguished (inc. vehicular only) (m ²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific Mitigation Measures	Significance of residual effects
PA 147	D1-33C-A21 D1-33C-T14	Residential	Medium	11.2	10.1	0	Permanent and temporary reduction in land area, track construction, realignment of road, utilities relocation, demolition and relocation of wall and removal of parking access from St Margaret's Road. Private ROW to be acquired.	High	Very significant	New access road, footpath, new boundary wall provided, alternative parking provided.	Significant
PA 148	D1-33C-A22 D1-33C-T15	Residential	Medium	13.9	14.5	0	Permanent and temporary reduction in land area, track construction, realignment of road, utilities relocation, demolition and relocation of wall and removal of parking access from St Margaret's Road. Private ROW to be acquired.	High	Very significant	New access road, footpath, new boundary wall provided, alternative parking provided.	Significant
PA 149	D1-33C-T9 D1-33C-W1	Community / residential	High	20.4	954.9	57	Permanent and temporary reduction in land area, track construction, realignment of road, utilities relocation, demolition and relocation of wall and removal of parking access from St Margaret's Road.	Low	Slight	New access road, footpath, new boundary wall provided, alternative parking provided.	Slight
PA 150	D1-33B-A28 D1-33C-A3 D1-33C-A40 D1-33C-A41 D1-33C-A43 D1-33C-T30 D1-33D-A1 D1-33D-T1	Industrial	High	846.8	857.9	0	Permanent and temporary reduction in land area, track construction, realignment of road, utilities relocation, demolition and relocation of electrical cabinets.	Low	Slight	New roads and footpath. New boundary wall/fence and new electrical cabinets, landscape areas to be provided.	Slight
PA 152	D1-33C-A33 D1-33C-A38 D1-33C-T23 D1-33C-T28	Commercial	High	1348.3	408.5	0	Permanent and temporary reduction in land area, track construction, realignment of road, utilities relocation, removal of trees and demolition and realignment of boundary fence.	Medium	Significant	New internal circulation, access and boundary wall/fence and landscape areas to be provided.	Slight
PA 153	D1-33C-A29 D1-33C-T19	Residential	High	80	47.6	0	Permanent and temporary reduction in garden area, realignment of road, demolition and realignment of boundary wall, utilities relocation and landscaping.	Medium	Significant	New boundary wall / fence and landscape areas to be provided.	Slight
PA 154	D1-33C-A30 D1-33C-T20	Residential	High	34.2	39	0	Permanent and temporary reduction in garden area, realignment of road, demolition and realignment of boundary wall, utilities relocation and landscaping.	Medium	Significant	Cycle track / footway, new boundary wall/fence and landscape areas to be provided.	Slight

Owner's ID / area	Tag No.	Property type	Baseline rating	Area taken permanently (m ²)	Area taken temporarily (m ²)	Public Right of Way extinguished (inc. vehicular only) (m ²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific Mitigation Measures	Significance of residual effects
PA 155	D1-33C-A31 D1-33C-T21	Residential	High	4	11.5	0	Permanent and temporary reduction in garden area, realignment of road, demolition and realignment of boundary wall, utilities relocation and landscaping.	Low	Slight	New boundary wall / fence and landscape areas to be provided.	Not significant
PA 156	D1-33C-A32 D1-33C-T22	Residential	High	2.2	2.5	0	Permanent and temporary reduction in garden area, realignment of road, demolition and realignment of boundary wall, utilities relocation and landscaping.	Low	Slight	New boundary wall / fence and landscape areas to be provided.	Not significant
PA 160	D1-33C-A34 D1-33C-T24	Residential	High	27.1	33.8	0	Permanent and temporary reduction in garden area, realignment of road, demolition and realignment of boundary wall, utilities relocation and landscaping.	Medium	Significant	New boundary wall / fence and landscape areas to be provided.	Slight
PA 161	D1-33C-A35 D1-33C-A36 D1-33C-T25 D1-33C-T26	Residential	High	26.8	32.1	0	Permanent and temporary reduction in garden area, realignment of road, demolition and realignment of boundary wall, utilities relocation and landscaping.	Medium	Significant	New boundary wall / fence and landscape areas to be provided.	Slight
PA 163	D1-33C-T27 D1-33C-A37	Residential	High	2.1	0.7	0	Permanent and temporary reduction in land area, realignment of road, demolition and realignment of boundary wall, utilities relocation and landscaping.	Medium	Significant	New boundary wall / fence and landscape areas to be provided.	Slight
PA 165	D1-33C-A39 D1-33C-T29	Residential	High	25.3	48.8	0	Permanent and temporary reduction in land area, realignment of road, demolition and realignment of boundary wall, utilities relocation and landscaping.	Low	Slight	New boundary wall / fence and landscape areas to be provided.	Slight
PA 166	D1-33C-A42 D1-33C-T32	Community	High	0.6	1.8	0	Permanent and temporary reduction in land area, realignment of road, Private ROW to be acquired, demolition and realignment of boundary wall/fence, utilities relocation and landscaping.	Very Low	Not significant	New boundary wall / fence and landscape areas to be provided.	Not significant
PA 167	D1-33D-A4 D1-33D-T4	Commercial	High	254.4	741.9	0	Permanent and temporary reduction in land area, realignment of road, demolition and realignment of boundary wall, utilities relocation and landscaping.	Low	Slight	Bike racks / platform, footpath / cycle track, new boundary wall/fence and landscape areas to be provided.	Not Significant

Owner's ID / area	Tag No.	Property type	Baseline rating	Area taken permanently (m ²)	Area taken temporarily (m ²)	Public Right of Way extinguished (inc. vehicular only) (m ²)	Impact details	Magnitude of impact	Significance of effects (pre-mitigation)	Specific Mitigation Measures	Significance of residual effects
PA 168	D1-33C-A44 D1-33C-T33 D1-33D-A2 D1-33D-A3 D1-33D-T2	Community	High	121.3	241.5	0	Permanent and temporary reduction in land area, realignment of road, demolition and realignment of boundary wall, utilities relocation and landscaping.	Low	Slight	Provision of new boundary wall/fence and landscape areas to be provided	Not Significant
PA 169	D1-33D-T3	Existing Car park with planning permission for residential	High	0	255.1	0	Temporary reduction in land area, realignment of footpath, demolition and realignment of fence, works area. Temporary impact on pedestrian circulation.	Low	Slight	New boundary wall / fence and landscape areas to be provided	Not significant
PA 173	D1-33C-T31	Residential	High	0	0.3	0	Temporary reduction in land area, realignment of footpath, works area. Temporary impact on pedestrian circulation.	Low	Slight	New boundary wall / fence and landscape areas to be provided.	Not significant
Railway Order drawing reference: LDD101-BEV-PA-GZ33-XX-DR-TX-00019, LDD101-BEV-PA-GZ33-XX-DR-TX-00001, LDD101-BEV-PA-GZ33-XX-DR-TX-00002 , LDD101-BEV-PA-GZ33-XX-DR-TX-00003, LDD101-BEV-PA-GZ33-XX-DR-TX-00014											

12.4.3 Operational Phase

During the Operational Phase, there would be no additional negative impacts on property as all land take would occur during construction.

Measures to mitigate the adverse effects of the proposed Scheme are described in section 12.5 and an assessment of the significance of the residual impact following the implementation of mitigation measures is presented in section 12.6.

Vibration, Noise, EMC, and Stray Current

The operation of the proposed Scheme can result in residual unwanted emissions of various types. By careful design and use of technical mitigation, these impacts can be eliminated or minimised to such an extent that they become imperceptible. Pre-construction surveys have been conducted to establish baseline levels and these are detailed and assessed separately in Chapter 15 (Noise and Vibration) and Chapter 16 (Electromagnetic Compatibility and Interference) of this EIAR. Levels predicted are based on the design criteria and previous experience with the Luas systems and operations and are based on worst case scenarios. Post-construction surveys and monitoring will ensure any unexpected issues are addressed in a timely fashion and rectified promptly.

12.5 Mitigation, Compensation and Monitoring Measures

Table 12-8, Table 12-9, Table 12-10 and Table 12-11 above provide details of the Construction Phase land take impacts. There are a range of methods which are available to mitigate impacts on the baseline property environment. This section describes the measures to mitigate or ameliorate the significant adverse impacts at the Construction Phase of the proposed Scheme.

Proposed mitigation measures are outlined below and supported by relevant chapters within the EIAR.

12.5.1 Mitigation in Design

Throughout the design process, the environmental impacts have been considered and every effort has been made to minimise these impacts through careful consideration of alternatives, as detailed in the following Chapters of this EIAR.

Chapter 4 (Alternatives Considered) of this EIAR outlines the evolution of the proposed Scheme and how alternatives to the alignment, stop locations / layout and construction methods have been considered and assessed. This process of assessment and refinement of the route and stop layouts has determined the proposed requirements for permanent land take. The consideration of alternatives is considered in chronological order in Chapter 4 through the development of the proposed Scheme design.

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 Chapter 6 (Construction Activities) of this EIAR. Mitigation measures to be employed during the Construction Phase are also described in more detail in Chapter 6 (Construction Activities). Mitigation measures to minimise the loss of habitat associated with the proposed Scheme are presented in Chapter 9 (Biodiversity). Mitigation measures to minimise the loss of public open space and amenity value with the proposed Scheme are presented in Chapter 8 (Population) and are detailed on the Railway Order Landscape drawings and Volume 5 – Appendix 21.2 (Urban Integration report), which accompany this EIAR.

12.5.2 Compensation for Compulsory Purchase

The proposed Scheme will require the acquisition of land and property interests in both public and private ownership, including a range of residential and industrial/commercial properties that are both vacant and occupied (as detailed in Table 12-8, Table 12-9, Table 12-10 and Table 12-11).

Under section 45(1) of the Transport (Railway Infrastructure) Act 2001 (as amended), 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 order and, for that purpose, the railway order 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 (inserted by Section 86 of the Housing Act, 1966) which has been duly made and confirmed’* with necessary modifications. Accordingly, TII is authorised to serve a notice to treat pursuant to the provisions of the Housing Act, 1966 (as amended), including Section 79 thereof. The acquisition of the various specified rights and interests in land and property is necessary in order to ensure the delivery of the proposed Scheme in its entirety.

In the event that the RO is approved and TII exercises its powers of acquisition pursuant to the enforceable RO, the owners, leaseholders and occupiers of those acquired lands and interests in lands will be entitled to submit a claim for compensation which, in default of agreement, will be determined by a Property Arbitrator in accordance with the relevant statutory provisions.

Note: Compensation is not a factor in the assessment of Land Take impacts nor the mitigation thereof.

12.5.3 Operational Phase

No further mitigation measures are required with respect to the Operational Phase of the proposed Scheme as these are addressed under construction impacts.

Mitigation measures to reduce any predicted impacts on property due to vibration, dust or changes in visual amenity are addressed in Chapter 7 (Human Health), Chapter 8 (Population), Chapter 15 (Noise and Vibration) and Chapter 21 (Landscape and Visual Amenity) of this EIAR. All of the aforementioned assessments are based on worst case scenarios and, where appropriate, took account of the proposed limits of deviations.

12.6 Residual Impacts

12.6.1 Introduction

This section describes any residual impacts that continue to exist when the mitigation measures have been put in place. The initial impact significance is determined by taking the baseline rating of the location and magnitude of the impact into account as outlined in Table 12-8, Table 12-9, Table 12-10 and Table 12-11. The significance of the impact after mitigation (residual impact) is determined using professional judgement.

These tables provide a summary of the significance of the impacts before and after mitigation measures are implemented.

Profound residual impacts arise in the case of the major demolitions of two industrial properties on Broombridge Road, two commercial premises on St Margaret’s Road and at the Park & Ride site, as referenced in Table 12.6. Very significant residual impacts exist due to the demolition of other non-residential premises such as the DCC Parks Department Storage buildings in Tolka Valley Park and at the Finglas Civic Centre at Mellowes Road.

Other than the property-specific measures included in Table 12-8, Table 12-9, Table 12-10 and Table 12-11, compensation will be payable in accordance with the provisions of the compulsory acquisition legislation.

12.6.2 Construction Phase

The properties to be acquired in Areas 30 to 33 are adjacent to the proposed route and, typically, are lands associated with amenity and industrial / commercial or residential properties. All such impacted properties are described in Table 12-8, Table 12-9, Table 12-10 and Table 12-11.

12.6.3 Operational Phase

There are no residual operational property impacts on plots associated with Land Take as these have been addressed under construction residual impacts.

12.7 Cumulative Impacts

The cumulative assessment of relevant plans and projects has been undertaken separately in Chapter 24 (Cumulative Impacts) of this EIAR.

12.8 Difficulties Encountered in Compiling Information

Tailte Éireann records were used to identify property boundaries and ownership. Property details provided by the Tailte Éireann are incomplete and/or out of date in some cases. It has been possible to update some of this information in direct discussion with the property owner and / or occupier and their representatives. The assessment team are satisfied that they have sufficient information/data to have properly considered and assessed the impacts on all the lands required despite the uncertainty regarding stakeholders.

TII's Property Division has reviewed all proposed land takes and confirmed. The TII Property Division undertook title research investigation work in various public repositories such as the Registry of Deeds and the Valuation Office, in order to perform diligent inquiries to ascertain sufficiently the most up-to-date and that accurate information was available.

These efforts to identify and contact property owners during the stakeholder consultation phases have identified all landowners. A small number of stakeholders (e.g. tenants or occupiers) have not confirmed their interest in referenced lands. TII stakeholder managers and property referencing team are continuing to seek details of all remaining impacted stakeholders.

12.9 References

- Daft.ie, 2016. *Rail Report: The value of the train - The impact of urban rail on property prices and rents*, s.l.: s.n.
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- European Union, 2017c. *Environmental Impact Assessment of Projects - Guidance on the Preparation of the EIAR*, s.l.: European Union.
- FCC, 2017. *Fingal Development Plan*, s.l.: Fingal County Council.
- FCC, 2023. *Fingal Development Plan 2023 - 2029*, Ireland: Fingal County Council.
- Government of Ireland., December 2021. *S.I. No. 743/2021 - European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021*, Ireland: s.n.
- Government of Ireland, 2001. *Transport (Railway Infrastructure) Act, 2001 (as amended)*, Ireland: s.n.

