

## MCA DEPOT

DART Maynooth & City Centre Enhancements. MCA Criteria and parameters										
Depot Options Assessment										
No	Parameter	Criteria	Sub-Criteria	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	
1	Economy	1,1	Construction cost	Assessment of cost of earthworks	<b>Some comparative advantage over other options</b> Construction cost impact are lower. Cut 20,000 m3 Fill 186,000 m3	<b>Some comparative advantage over other options</b> Construction cost impact are lower. Cut 8,000 m3 Fill 127,000 m3	<b>Some comparative disadvantage over other options</b> Construction cost impact are higher. Cut 27,000 m3 Fill 315,000 m3	<b>Some comparative disadvantage over other options</b> Construction cost impact are higher. Cut 1,000 m3 Fill 201,000 m3	<b>Some comparative disadvantage over other options</b> Construction cost impact are higher. Cut 1,000 m3 Fill 387,000 m3	<b>Some comparative disadvantage over other options</b> Construction cost impact are higher. Cut 1,000 m3 Fill 203,000 m3
		1,2	Construction cost and Long term Maintenance Costs	Assessment of cost of tracks	<b>Some comparative advantage over other options</b> Track length 16,6 km Turnouts 62 units	<b>Some comparative disadvantage over other options</b> Track length 18,1 km Turnouts 64 units	<b>Some comparative disadvantage over other options</b> Track length 18,7 km Turnouts 76 units	<b>Some comparative advantage over other options</b> Track length 17 km Turnouts 63 units	<b>Some comparative advantage over other options</b> Track length 17,4 km Turnouts 64 units	<b>Some comparative advantage over other options</b> Track length 17,6 km Turnouts 64 units
		1,3	Construction cost	Overhead power line conflicts. Assess impacts on existing utilities. Length and Number of poles within the plot	<b>Significant comparative disadvantage over other options</b> 2 Overhead lines 38 KV above stabling and workshop. Diversion is required. 38 KV Length: 475 m + 428 m = 903 m 38 Kv poles: 8	<b>Some comparative disadvantage over other options</b> 1 Overhead line 38 KV above stabling. Diversion is required. 38 KV Length: 186 m + 371 m = 557 m 38 Kv poles: 6	<b>Some comparative disadvantage over other options</b> 1 Overhead line 38 KV above stabling and workshop. Diversion is required. 1 Overhead line 220 KV close to AVI facility. 220 kv length: 115 38 KV Length: 102 m + 610 m = 712 38 Kv poles: 6	<b>Significant comparative disadvantage over other options</b> 2 Overhead line 38 KV above stabling. Diversion is required. <b>1 Overhead line 220 KV close to AVI facility.</b> <b>220 kv length: 100</b> <b>38 KV Length: 175 m + 330 m = 505 m</b> <b>38 Kv poles: 5</b>	<b>Some comparative advantage over other options</b> 1 overhead line 38 KV above tracks and roads. 1 Overhead line 220 KV close to AVI facility. 220 kv length: 88 38 KV Length: 102 m + 270 m = 372 m 38 Kv poles: 4	<b>Significant comparative disadvantage over other options</b> 2 Overhead lines 38 KV above stabling and workshop. Diversion is required. 1 Overhead line 220 KV close to AVI facility. 220 kv length: 95 m 38 KV Length: 475 m + 428 m = 903 m 38 Kv poles: 8
		1,4	Construction cost	Bridge new OBG24. Length of the bridge over the plot	<b>Some comparative advantage over other options</b> 46 m	<b>Some comparative advantage over other options</b> 45 m	<b>Some comparative disadvantage over other options</b> 75 m	<b>Significant comparative disadvantage over other options</b> 94 m	<b>Some comparative disadvantage over other options</b> 84 m	<b>Significant comparative disadvantage over other options</b> 94 m
		1,5	Traffic Functionality /economic benefit	Train flows mainline-Stabling connectivity.	<b>Some comparative disadvantage over other options</b> Direct access up to the stabling from the 2 eastern connections to the mainline. Access from the western connection need a reversing in the shunting track.	<b>Some comparative disadvantage over other options</b> Direct access up to the stabling from the 2 eastern connections to the mainline. Access from the western connection need a reversing in the shunting track.	<b>Significant comparative advantage over other options</b> Direct access up to the stabling from the 3 connections to the mainline.	<b>Some comparative disadvantage over other options</b> Direct access up to the stabling from the 2 eastern connections to the mainline. Access from the western connection need a reversing in the shunting track.	<b>Some comparative disadvantage over other options</b> Direct access up to the stabling from the 3 connections to the mainline. Fleet berthed 3 in a row to reduce the width of the stabling area.	<b>Some comparative disadvantage over other options</b> Direct access up to the stabling from the 2 eastern connections to the mainline. Access from the western connection need a reversing in the shunting track.

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No	Parameter	Criteria	Sub-Criteria	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	
		1,6	Traffic Functionality /economic benefit	Train flows Main line-AWP/Service slab-Stabling connectivity.	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>
					Direct access from the primary connection to the mainline to the AWP and subsequently to the stabling. Access from the central connection to the AWP needs a reversing in the western shunting track. Access from the western connection to the AWP is direct by the through track.	Direct access from the primary connection to the mainline to the AWP and subsequently to the stabling. Access from the central connection to the AWP needs a reversing in the western shunting track. Access from the western connection to the AWP is direct by the through track.	Direct access from the primary connection to the mainline to the AWP and subsequently to the stabling. Access from the central connection to the AWP needs a reversing in the western shunting track. Access from the western connection to the AWP is direct by the through track.	Direct access from the primary connection to the mainline to the AWP and subsequently to the stabling. Access from the central connection to the AWP needs a reversing in the western shunting track. Access from the western connection to the AWP is direct by the through track.	Direct access from the primary connection to the mainline to the AWP and subsequently to the stabling. Access from the central connection to the AWP needs a reversing in the western shunting track. Access from the western connection to the AWP is direct by the through track.	Direct access from the primary connection to the mainline to the AWP and subsequently to the stabling. Access from the central connection to the AWP needs a reversing in the western shunting track. Access from the western connection to the AWP is direct by the through track.
		1,7	Traffic Functionality /economic benefit	Train flows Stabling-AWP/Service slab connectivity.	<b>Some comparative advantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>
					Direct access from stabling to AWP.	Direct access from stabling to AWP.	Direct access from stabling to AWP.	Direct access from stabling to AWP. Facilities are more distant.	Direct access from stabling to AWP. Facilities are more distant.	Direct access from stabling to AWP.
		1,8	Traffic Functionality /economic benefit	Train flows Main line-Workshop	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative advantage over other options</b>
					Direct access from the three connections to the mainline up to the workshop.	Direct access from the western connection to the mainline up to the workshop. Access from the central and eastern connection to the workshop needs a reversing in the western shunting track.	Direct access from the three connections to the mainline up to the workshop.	Direct access from the three connections to the mainline up to the workshop.	Direct access from the three connections to the mainline up to the workshop.	Direct access from the three connections to the mainline up to the workshop.
		1,9	Traffic Functionality /economic benefit	Train flows Stabling-Workshop connectivity.	<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative disadvantage over other options</b>
					Access from stabling to workshop needs a reversing in the eastern shunting track.	Direct access from stabling to workshop.	Access from stabling to workshop needs a reversing in the eastern shunting track.	Direct access from stabling to workshop.	Access from the main stabling to workshop needs a reversing in the eastern shunting track.	Access from stabling to workshop needs a reversing in the eastern shunting track.
		1,10	Traffic Functionality /economic benefit	Train flows Workshop-Test track connectivity.	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative advantage over other options</b>
					Access from workshop to test track needs a reversing in the western shunting track.	Access from workshop to test track needs a reversing in the western shunting track. Facilities are more distant.	Access from workshop to test track needs a reversing in the western shunting track.	Access from workshop to test track needs a reversing in the western shunting track. Facilities are more distant.	Access from workshop to test track needs a reversing in the western shunting track.	Access from workshop to test track needs a reversing in the western shunting track.

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		1,11 Traffic Functionality /economic benefit	Train flows AWP/Service slab connectivity.	<b>Some comparative disadvantage over other options</b> During the washing process the access to the tracks of the service slab is blocked, so trains should go through by-pass up to the stabling.	<b>Some comparative disadvantage over other options</b> During the washing process the access to the tracks of the service slab is blocked, so trains should go through by-pass up to the stabling.	<b>Some comparative advantage over other options</b> During the washing process the access to the track of the service slab is available.	<b>Some comparative disadvantage over other options</b> During the washing process the access to the tracks of the service slab is blocked, so trains should go through by-pass up to the stabling.	<b>Some comparative disadvantage over other options</b> During the washing process the access to the tracks of the service slab is blocked, so trains should go through by-pass up to the stabling.	<b>Some comparative disadvantage over other options</b> During the washing process the access to the tracks of the service slab is blocked, so trains should go through by-pass up to the stabling.
2	Integration	2,1 Adaptability in the future	Considering adaptability potential for link more stabling tracks	<b>Some comparative advantage over other options</b> Single ended stabling tracks could be extended to the West.	<b>Some comparative disadvantage over other options</b> Stabling tracks should be added separated from the main stabling area.	<b>Some comparative disadvantage over other options</b> Stabling tracks should be added separated from the main stabling area.	<b>Some comparative disadvantage over other options</b> Stabling tracks should be added separated from the main stabling area.	<b>Some comparative disadvantage over other options</b> Stabling tracks should be added separated from the main stabling area.	<b>Some comparative advantage over other options</b> Single ended stabling tracks could be extended to the West.
		2,2 Adaptability in the future	Considering adaptability potential for link future facilities	<b>Some comparative disadvantage over other options</b> Short stretches in the lead tracks to link new facilities.	<b>Some comparative disadvantage over other options</b> Short stretches in the lead tracks to link new facilities.	<b>Some comparative advantage over other options</b> Longer stretches in the lead tracks to link new facilities.	<b>Some comparative advantage over other options</b> Longer stretches in the lead tracks to link new facilities.	<b>Some comparative advantage over other options</b> Longer stretches in the lead tracks to link new facilities.	<b>Some comparative advantage over other options</b> Longer stretches in the lead tracks to link new facilities.
		2,3 Land Use Integration	Impact on land use strategies and regional and local plans. Assessment of support for land use factors local land use and planning. Inclusion of project in relevant local and regional planning documents.	<b>Comparable to other options</b> The Depot location is located on unzoned greenfield lands between the settlements of Kilcock and Maynooth. At a local level the option is consistent with the Kildare CDP 2017-2023 with, objective PTO 3 'Support of the NTAs Greater Dublin Area Transport Strategy (2016-2035)' and PTO 7: 'Promote and support the upgrading of the Maynooth rail line & the Kildare rail way, in accordance with Transport Strategy for the Great Dublin Area 2016-2035'	<b>Comparable to other options</b> The Depot location is located on unzoned greenfield lands between the settlements of Kilcock and Maynooth. At a local level the option is consistent with the Kildare CDP 2017-2023 with, objective PTO 3 'Support of the NTAs Greater Dublin Area Transport Strategy (2016-2035)' and PTO 7: 'Promote and support the upgrading of the Maynooth rail line & the Kildare rail way, in accordance with Transport Strategy for the Great Dublin Area 2016-2035'	<b>Comparable to other options</b> The Depot location is located on unzoned greenfield lands between the settlements of Kilcock and Maynooth. At a local level the option is consistent with the Kildare CDP 2017-2023 with, objective PTO 3 'Support of the NTAs Greater Dublin Area Transport Strategy (2016-2035)' and PTO 7: 'Promote and support the upgrading of the Maynooth rail line & the Kildare rail way, in accordance with Transport Strategy for the Great Dublin Area 2016-2035'	<b>Comparable to other options</b> The Depot location is located on unzoned greenfield lands between the settlements of Kilcock and Maynooth. At a local level the option is consistent with the Kildare CDP 2017-2023 with, objective PTO 3 'Support of the NTAs Greater Dublin Area Transport Strategy (2016-2035)' and PTO 7: 'Promote and support the upgrading of the Maynooth rail line & the Kildare rail way, in accordance with Transport Strategy for the Great Dublin Area 2016-2035'	<b>Comparable to other options</b> The Depot location is located on unzoned greenfield lands between the settlements of Kilcock and Maynooth. At a local level the option is consistent with the Kildare CDP 2017-2023 with, objective PTO 3 'Support of the NTAs Greater Dublin Area Transport Strategy (2016-2035)' and PTO 7: 'Promote and support the upgrading of the Maynooth rail line & the Kildare rail way, in accordance with Transport Strategy for the Great Dublin Area 2016-2035'	<b>Comparable to other options</b> The Depot location is located on unzoned greenfield lands between the settlements of Kilcock and Maynooth. At a local level the option is consistent with the Kildare CDP 2017-2023 with, objective PTO 3 'Support of the NTAs Greater Dublin Area Transport Strategy (2016-2035)' and PTO 7: 'Promote and support the upgrading of the Maynooth rail line & the Kildare rail way, in accordance with Transport Strategy for the Great Dublin Area 2016-2035'
		2,4 Geographical Integration	Impact on improvement of external links. Overall electrification scheme would be highly positive.	<b>Comparable to other options</b> Comparable across all options	<b>Comparable to other options</b> Comparable across all options	<b>Comparable to other options</b> Comparable across all options	<b>Comparable to other options</b> Comparable across all options	<b>Comparable to other options</b> Comparable across all options	<b>Comparable to other options</b> Comparable across all options

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		2,5	Other Government Policy	Integration with Government Policy, Smarter Travel, Investment Programmes, rail safety, electrification etc	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	
				Comparable across all options	Comparable across all options	Comparable across all options	Comparable across all options	Comparable across all options	Comparable across all options		
3	Environment	3,1	Noise and Vibration	Estimated number of people likely to be affected by transport	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	
					Options provide comparable impacts on noise and vibration.	Options provide comparable impacts on noise and vibration.	Options provide comparable impacts on noise and vibration.	Options provide comparable impacts on noise and vibration.	Options provide comparable impacts on noise and vibration.	Options provide comparable impacts on noise and vibration.	
		3,2	Air Quality and Climate	Local air quality effects. Number of receptors within 50m.	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	
					Options provide comparable impacts on air and climate.	Options provide comparable impacts on air and climate.	Options provide comparable impacts on air and climate.	Options provide comparable impacts on air and climate.	Options provide comparable impacts on air and climate.	Options provide comparable impacts on air and climate.	
		3,3	Landscape and Visual (including light)	Key landscape characteristics affected; Effects on listed/ key views; Impact on landscape character.	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>
					All Options are likely to have significant <b>negative impact on landscape and visual amenity of the Royal Canal defined as an Area of High Amenity in the Kildare CDP.</b> The Kildare CDP has identified a number of Scenic Viewpoints along the Canal at this Location that are likely to be affected by the construction of proposed Depot buildings and new bridge structure (OB24) over the Royal Canal as well as operational impacts of trains parked along the Canal at the stablings which will change the landscape character of this area significantly. The proposed development is does not support policies and objectives of the Kildare CDP relating to curtailing development along the Canal and preserving this corridor (WV 1, WV 2 and WV 3).	All Options are likely to have significant <b>negative impact on landscape and visual amenity of the Royal Canal defined as an Area of High Amenity in the Kildare CDP.</b> The Kildare CDP has identified a number of Scenic Viewpoints along the Canal at this Location that are likely to be affected by the construction of proposed Depot buildings and new bridge structure (OB24) over the Royal Canal as well as operational impacts of trains parked along the Canal at the stablings which will change the landscape character of this area significantly. The proposed development is does not support policies and objectives of the Kildare CDP relating to curtailing development along the Canal and preserving this corridor (WV 1, WV 2 and WV 3).	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All Options are likely to have significant <b>negative impact on landscape and visual amenity of the Royal Canal defined as an Area of High Amenity in the Kildare CDP.</b> The Kildare CDP has identified a number of Scenic Viewpoints along the Canal at this Location that are likely to be affected by the construction of proposed Depot buildings and new bridge structure (OB24) over the Royal Canal as well as operational impacts of trains parked along the Canal at the stablings which will change the landscape character of this area significantly. The proposed development is does not support policies and objectives of the Kildare CDP relating to curtailing development along the Canal and preserving this corridor (WV 1, WV 2 and WV 3).

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		3,4	Biodiversity (flora and fauna)	Potential compliance/conflict with biodiversity objectives; Indirect impacts on protected species, designated sites; Overall effect on nature conservation resource.	Comparable to other options Similar Total Area to other options Slightly less frontage onto the Royal Canal pNHA	Comparable to other options Similar Total Area to other options Slightly less frontage onto the Royal Canal pNHA	Comparable to other options Similar Total Area to other options Slightly less frontage onto the Royal Canal pNHA	Comparable to other options Similar Total Area to other options Slightly less frontage onto the Royal Canal pNHA	Comparable to other options Similar Total Area to other options Slightly less frontage onto the Royal Canal pNHA	Comparable to other options Similar Total Area to other options Slightly less frontage onto the Royal Canal pNHA
		3,5	Cultural, Archaeological and Architectural Heritage	Overall effect on cultural, archaeological and architecture heritage resource. Likely effects on RPS, National Monuments, SMRs, Conservation areas, etc. Number of designated sites/structures (by level of designation) directly impacted by scheme (landtake)	Comparable to other options Potential for significant direct negative impacts on two recorded monuments (ring ditch and barrow) along with previously unrecorded archaeological sites. Potential for indirect negative impacts on Chamber's Bridge (RPS)	Comparable to other options Potential for significant direct negative impacts on two recorded monuments (ring ditch and barrow) along with previously unrecorded archaeological sites. Potential for indirect negative impacts on Chamber's Bridge (RPS)	Comparable to other options Potential for significant direct negative impacts on two recorded monuments (ring ditch and barrow) along with previously unrecorded archaeological sites. Potential for indirect negative impacts on Chamber's Bridge (RPS)	Comparable to other options Potential for significant direct negative impacts on two recorded monuments (ring ditch and barrow) along with previously unrecorded archaeological sites. Potential for indirect negative impacts on Chamber's Bridge (RPS)	Comparable to other options Potential for significant direct negative impacts on two recorded monuments (ring ditch and barrow) along with previously unrecorded archaeological sites. Potential for indirect negative impacts on Chamber's Bridge (RPS)	Comparable to other options Potential for significant direct negative impacts on two recorded monuments (ring ditch and barrow) along with previously unrecorded archaeological sites. Potential for indirect negative impacts on Chamber's Bridge (RPS)



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		3,6	Water Resources	Overall potential significant effects on water resource attributes likely to be affected during construction and operation.	<b>Some comparative advantage over other options</b> All options will require the diversion or culverting of a small watercourse. All options are directly adjacent to the Royal Canal on their northern boundary. The close proximity to the royal canal and the minor watercourse diversion poses risk to water quality during construction and operation phases. OPW flood mapping indicates that the area where the minor watercourse discharges to the Lyreen river is liable to flood. This appears to affect options 1 & 2 the least. Majority of proposed option is within "Moderate" groundwater vulnerability and poses a limited threat to groundwater.	<b>Some comparative advantage over other options</b> All options will require the diversion or culverting of a small watercourse. All options are directly adjacent to the Royal Canal on their northern boundary. The close proximity to the royal canal and the minor watercourse diversion poses risk to water quality during construction and operation phases. OPW flood mapping indicates that the area where the minor watercourse discharges to the Lyreen river is liable to flood. This appears to affect options 1 & 2 the least. Majority of proposed option is within "Moderate" groundwater vulnerability and poses a limited threat to groundwater.	<b>Some comparative disadvantage over other options</b> All options will require the diversion or culverting of a small watercourse. All options are directly adjacent to the Royal Canal on their northern boundary. The close proximity to the royal canal and the minor watercourse diversion poses risk to water quality during construction and operation phases. OPW flood mapping indicates that the area where the minor watercourse discharges to the Lyreen river is liable to flood. A portion of option 3 appears to be within the predicted flood extents. Majority of proposed option is within "Moderate" groundwater vulnerability and poses a limited threat to groundwater.	<b>Some comparative disadvantage over other options</b> All options will require the diversion or culverting of a small watercourse. All options are directly adjacent to the Royal Canal on their northern boundary. The close proximity to the royal canal and the minor watercourse diversion poses risk to water quality during construction and operation phases. OPW flood mapping indicates that the area where the minor watercourse discharges to the Lyreen river is liable to flood. A portion of option 4 appears to be within the predicted flood extents. Majority of proposed option is within "Moderate" groundwater vulnerability and poses a limited threat to groundwater.	<b>Some comparative disadvantage over other options</b> All options will require the diversion or culverting of a small watercourse. All options are directly adjacent to the Royal Canal on their northern boundary. The close proximity to the royal canal and the minor watercourse diversion poses risk to water quality during construction and operation phases. OPW flood mapping indicates that the area where the minor watercourse discharges to the Lyreen river is liable to flood. A portion of option 5 appears to be within the predicted flood extents. Majority of proposed option is within "Moderate" groundwater vulnerability and poses a limited threat to groundwater.	<b>Some comparative disadvantage over other options</b> All options will require the diversion or culverting of a small watercourse. All options are directly adjacent to the Royal Canal on their northern boundary. The close proximity to the royal canal and the minor watercourse diversion poses risk to water quality during construction and operation phases. OPW flood mapping indicates that the area where the minor watercourse discharges to the Lyreen river is liable to flood. A portion of option 6 appears to be within the predicted flood extents. Majority of proposed option is within "Moderate" groundwater vulnerability and poses a limited threat to groundwater.
			Agriculture and Non-Agricultural	Overall impact on land take & property. Number of properties to be impacted/acquired. Likely temporary or permanent severance effects, etc.	<b>Some comparative disadvantage over other options</b> Option 1 will involve land severance on 5 No. holdings with impacts on access on 1 No. farm holding. Apart from landtake which will be compensated it is not likely to impact on agribusiness. Option 1 will impact on agricultural lands of good quality with significant landtake and severance impacts on a number of properties.	<b>Some comparative advantage over other options</b> Option 2 will involve land severance on 5 No. holdings with impacts on access on 1 No. farm holding. Apart from landtake which will be compensated it is not likely to impact on agribusiness. Option 2 will impact on agricultural lands of good quality with significant landtake and severance impacts on a number of properties.	<b>Some comparative disadvantage over other options</b> Option 3 will involve land severance on 4 No. holdings with impacts on access on 1 No. farm holding. Apart from landtake which will be compensated it is not likely to impact on agribusiness. Option 3 will impact on agricultural lands of good quality with significant landtake and severance impacts on a number of properties.	<b>Some comparative advantage over other options</b> Option 4 will involve land severance on 4 No. holdings with impacts on access on 1 No. farm holding. Apart from landtake which will be compensated it is not likely to impact on agribusiness. Option 4 will impact on agricultural lands of good quality with significant landtake and severance impacts on a number of properties.	<b>Some comparative advantage over other options</b> Option 5 will involve land severance on 4 No. holdings with impacts on access on 1 No. farm holding. Apart from landtake which will be compensated it is not likely to impact on agribusiness. Option 5 will impact on agricultural lands of good quality with significant landtake and severance impacts on a number of properties.	<b>Some comparative disadvantage over other options</b> Option 6 will involve land severance on 4 No. holdings with impacts on access on 1 No. farm holding. Apart from landtake which will be compensated it is not likely to impact on agribusiness. Option 6 will impact on agricultural lands of good quality with significant landtake and severance impacts on a number of properties.

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	3,8	Land occupation	Area needed for new railway infrastructure. Maximum length.	<b>Some comparative disadvantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Significant comparative disadvantage over other options</b>	
				Area 32,89 Has Length 2,25 km	Area 33,09 Has Length 2,25 km	Area 32,63 Has Length 2,58 km	Area 31,67 Has Length 2,58 km	Area 30,98 Has Length 2,58 km	Area 36,87 Length 2,58 m	
	3,9	Geology and Soils (including Waste)	Soils and Geology and likely impact on geological resources based on preliminary/likely construction details. Soil resources to be developed/removed. Existing information relating to potential to encounter contaminated land. High-level assessment based on the likely structures/works required and the potential for ground contamination due to historic landfills, pits and quarries.	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>
				Potential for impact on soils & geology is mainly related to karst lacustrine or alluvial soils may be present. This would most likely require removal and replacement for construction but the majority of the site appears to be on glacial till, a soil which is generally acceptable for the required construction.	Potential for impact on soils & geology is mainly related to karst lacustrine or alluvial soils may be present. This would most likely require removal and replacement for construction but the majority of the site appears to be on glacial till, a soil which is generally acceptable for the required construction.	Potential for impact on soils & geology is mainly related to karst lacustrine or alluvial soils may be present. This would most likely require removal and replacement for construction but the majority of the site appears to be on glacial till, a soil which is generally acceptable for the required construction.	Potential for impact on soils & geology is mainly related to karst lacustrine or alluvial soils may be present. This would most likely require removal and replacement for construction but the majority of the site appears to be on glacial till, a soil which is generally acceptable for the required construction.	Potential for impact on soils & geology is mainly related to karst lacustrine or alluvial soils may be present. This would most likely require removal and replacement for construction but the majority of the site appears to be on glacial till, a soil which is generally acceptable for the required construction.	Potential for impact on soils & geology is mainly related to karst lacustrine or alluvial soils may be present. This would most likely require removal and replacement for construction but the majority of the site appears to be on glacial till, a soil which is generally acceptable for the required construction.	
	3,10	Radiation and Stray Current	Overall likely impact on existing sources of electromagnetic radiation.	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>
				The main sources of EMI from the proposed development will be the traction supply system , MV ring, HV lines, substation and comms infrastructure. Assuming that routing of the cabling, the location of substations, hubs etc. along the line are not impacted by the selection of any of these options then all options are comparable from an EMI perspective.	The main sources of EMI from the proposed development will be the traction supply system , MV ring, HV lines, substation and comms infrastructure. Assuming that routing of the cabling, the location of substations, hubs etc. along the line are not impacted by the selection of any of these options then all options are comparable from an EMI perspective.	The main sources of EMI from the proposed development will be the traction supply system , MV ring, HV lines, substation and comms infrastructure. Assuming that routing of the cabling, the location of substations, hubs etc. along the line are not impacted by the selection of any of these options then all options are comparable from an EMI perspective.	The main sources of EMI from the proposed development will be the traction supply system , MV ring, HV lines, substation and comms infrastructure. Assuming that routing of the cabling, the location of substations, hubs etc. along the line are not impacted by the selection of any of these options then all options are comparable from an EMI perspective.	The main sources of EMI from the proposed development will be the traction supply system , MV ring, HV lines, substation and comms infrastructure. Assuming that routing of the cabling, the location of substations, hubs etc. along the line are not impacted by the selection of any of these options then all options are comparable from an EMI perspective.	The main sources of EMI from the proposed development will be the traction supply system , MV ring, HV lines, substation and comms infrastructure. Assuming that routing of the cabling, the location of substations, hubs etc. along the line are not impacted by the selection of any of these options then all options are comparable from an EMI perspective.	

DART Maynooth & City Centre Enhancements. MCA Criteria and parameters											
Depot Options Assessment											
No	Parameter		Criteria	Sub-Criteria	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	
4	Accessibility & Social inclusion	4,1	Impact on the local residents	Proximity to residential areas	<b>Some comparative disadvantage over other options</b>	<b>Significant comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Significant comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>	
					Main building and stabling are adjacent close to the western residential area	Main building and stabling are separated and stabling is close to the western residential area	Main building and stabling are adjacent far from the western residential area	Main building and stabling are separated and stabling is close to the western residential area	Main building and stabling are adjacent far from the western residential area	Main building and stabling are adjacent close to the western residential area	
		4,2	Social Inclusion	Accessibility to employment	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>
					Same accessibility to employment	Same accessibility to employment	Same accessibility to employment	Same accessibility to employment	Same accessibility to employment	Same accessibility to employment	
5	Safety	5,1	Security	Remote stabling yard are more vulnerable against vandalism	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Significant comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Significant comparative advantage over other options</b>	<b>Some comparative advantage over other options</b>	
					Stabling close to main building	Remote stabling in the West	Stabling in front of main building	Remote stabling in the West	Stabling in front of main building	Stabling close to main building	
		5,2	Ease of supervision . Staff flows	Distance between workshop and service slab	<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative disadvantage over other options</b>
					Maintenance facilities are distant (more than 0.5 km).	Maintenance facilities are adjacent.	Maintenance facilities are distant (more than 0.5 km).	Maintenance facilities are distant (more than 0.5 km).	Maintenance facilities are distant (more than 0.5 km).	Maintenance facilities are distant (more than 0.5 km).	
		5,3	Ease of supervision . Staff flows	Distance and level crossings between workshop and stabling.	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative advantage over other options</b>
					Facilities are adjacent. No level crossings.	Facilities are distant (more than 0.5 km). No level crossings.	Facilities are adjacent. Crossing to be provided at different level.	Facilities are distant (more than 0.5 km). No level crossings.	Facilities are adjacent. Crossing to be provided at different level.	Facilities are adjacent. No level crossings.	
		5,4	Road flows	Assess road and level crossings with tracks	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>
					Internal road connected to all facilities without level crossings.	Access to service slab needs some level crossings.	Access to stabling needs some level crossings.	Internal road connected to all facilities without level crossings.	Access to main stabling needs some level crossings.	Internal road connected to all facilities without level crossings.	
6	Physical Activity	6,1	Connectivity to adjoining cycling facilities	Provision of cycle track or / and connectivity to adjoining cycling facilities.	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	
					Same possibility for connections	Same possibility for connections	Same possibility for connections	Same possibility for connections	Same possibility for connections	Same possibility for connections	
		6,2	Permeability and local connectivity opportunity	Analysis of the connectivity to green areas/key attractions related to active mode	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>	<b>Comparable to other options</b>
					Same possibility for connections	Same possibility for connections	Same possibility for connections	Same possibility for connections	Same possibility for connections	Same possibility for connections	



## Summary

Nº	Parameter	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
1	<b>Economy</b>	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options
2	<b>Integration</b>	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
3	<b>Environment</b>	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Significant comparative disadvantage over other options
4	<b>Accessibility &amp; Social inclusion</b>	Some comparative disadvantage over other options	Significant comparative disadvantage over other options	Some comparative advantage over other options	Significant comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
5	<b>Safety</b>	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
6	<b>Physical Activity</b>	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
	<b>Preferred option</b>	<b>No</b>	<b>No</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>