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**Chapter 17**  
**Material Assets:**  
**Non-Agricultural**  
**Properties**

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## 17. MATERIAL ASSETS: NON-AGRICULTURAL PROPERTIES

### 17.1 Introduction

This chapter of the EIA assesses the impact of the proposed DART+ West project (hereafter referred to as 'the proposed development') on non-agricultural property during the construction and operation phase. This chapter describes and assesses the likely direct and indirect significant impacts of the proposed development on non-agricultural property. This chapter sets out the methodology used to undertake the assessment (Section 17.3), describes the existing environment (Section 17.4), examines the predicted impacts of the proposed development (Section 17.5), proposes mitigation measures (Section 17.6) and identifies residual impacts (Section 17.8)

Other impacts on Material Assets are also addressed throughout this EIA, most particularly in the following chapters

- Chapter 7 Population.
- Chapter 10 Water (including Hydrology & Flood Risk).
- Chapter 11 Hydrogeology.
- Chapter 12 Air Quality.
- Chapter 14 Noise and Vibration.
- Chapter 15 Landscape and Visual Amenity.
- Chapter 16 Material Assets and Land: Agricultural properties.
- Chapter 21 Architectural Heritage.
- Chapter 23 Human Health.

Non-agricultural property includes the following:

- Residential property.
- Commercial property.
- Community property – Public park, open space or lands that are used for recreation amenity.
- Development land – Lands zoned for development (with or without planning permission) and sites with planning permission.
- Non agricultural land – Lands not zoned for development, non-amenity lands, waterbodies, public road, etc.

### 17.2 Legislation, policy and guidance

#### 17.2.1 Legislation

Córas Iompair Éireann is applying to An Bord Pleanála for a Railway Order for the DART+ West project under the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) ("the 2001 Act") and as recently further amended 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 non-agricultural impact assessment has been undertaken in accordance with these requirements.

#### 17.2.2 Policy

Relevant policy documents that have informed this chapter include:

- Dublin City Development Plan 2016-2022.
- Draft Dublin City Development Plan 2022-2028.

- Fingal Development Plan 2017-2023.
- Draft Fingal Development Plan 2023-2029.
- Kildare County Development Plan 2017-2023.
- Draft Kildare County Development Plan 2023-2029.
- Meath County Development Plan 2021-2027.
- North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme 2014.
- Ashtown – Pelletstown Local Area Plan 2014.
- Barnhill Local Area Plan 2019.
- Collinstown LAP 2010.
- Dunboyne, Clonee, Pace LAP 2009.
- Hansfield Strategic Development Zone Planning Scheme 2006.
- Kellystown Local Area Plan, January 2021.
- Leixlip Local Area Plan 2020-2023.
- Maynooth Local Area Plan 2013-2019.
- Pelletstown Local Area Plan 2014.

### 17.2.3 Guidance

There are no guidelines that are specific to the assessment of the impact on non-agricultural property. In line with best practice, the assessment and appraisal of the impact on non-agricultural property will be prepared with regards to the following guidance documents:

- Environmental Protection Agency (EPA) (2002), *Guidelines on the information to be contained in Environmental Impact Statement*.
- Environmental Protection Agency (EPA) (2003), *Advice notes on current practice in the preparation of Environmental Impact Statement*.
- National Roads Authority (NRA) (2008), *Environmental Impact Assessment of National Road Schemes – A Practical Guide (Revision 1)*.
- Environmental Protection Agency (EPA) (2015) *Environmental Protection Agency Advice Notes for Preparing Environmental Impact Statements*.
- Environmental Protection Agency (EPA) (2022), *Guidelines on the information to be contained in Environmental Impact Assessment Reports (EIAR)*.
- Transport Infrastructure Ireland (TII), *Project Management Guidelines*.

## 17.3 Methodology

### 17.3.1 Study Area

The study area for this chapter comprises of the non-agricultural property directly impacted by the proposed development. There are 111 non-agricultural properties directly impacted by the proposed development.

### 17.3.2 Survey methodology

The methodology for the assessment of the significance of impact on non-agricultural property is comprised of a desktop survey of project mapping and information. Subsequently, roadside surveys of properties impacted by the proposed development were undertaken in July and October 2021 and in March and May 2022 during consultation meetings with property owners.

The baseline environment and impact assessment relied on information from several sources as outlined in Table 17-1.

**Table 17-1 Information sources**

Information	Source
Land registry / landownership information	Property Registration Authority of Ireland (PRAI) & landowner consultation.
Land use	Roadside surveys, landowner consultations & walkover surveys.
Planning and zoning objectives	Dublin City Development Plan 2016 – 2022, Draft Dublin City Development Plan 2022 – 2028, Fingal Development Plan 2017 – 2023, Draft Fingal Development Plan 2023 – 2029, Kildare Development Plan 2017 – 2023, Draft Kildare Development Plan 2023 – 2029, Meath County Development Plan 2021 – 2027 (Draft) Maynooth LAP 2013-2019, Collinstown LAP 2010, Leixlip LAP 2020-2023, Draft Leixlip LAP 2023-2026, Dunboyne, Clonee, Pace LAP 2009.
Project design mapping & project information, draft Railway Order land acquisition mapping and schedules.	IDOM.

From a review of property impacts it was deemed that consultation between property owners and the project team would be necessary for private properties where the impact comprised of non-public road lands. Where the impact comprised of lands from statutory bodies, involved public road only or on lands where the impact would not be deemed significant then consultation would not be necessary.

Property surveys involve on-site meetings with non-agricultural property owners, walk-over survey of affected lands and the completion of detailed property questionnaires.

Property surveys of the affected lands enable an assessment of the impact of the proposed development and the exploration of possible mitigation measures necessary to alleviate negative effects.

**17.3.2.1 Evaluation of the baseline environment**

The effect of the proposed development on property, other than agricultural property, was considered in this assessment and includes impacts on residential, commercial, community, development land and other non-agricultural lands.

The baseline environment for non-agricultural property 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 development will determine the significance of the non-agricultural impact.

**Baseline Rating**

Property within the study area was assigned a baseline rating determined by the property type. Residential, commercial, community and land that is zoned for development or land/sites with planning permission are indicative of a ‘high’ baseline rating. Land that is not zoned for development or land without planning permission is indicative of a ‘medium’ baseline rating.

The criteria used to determine the baseline rating for property impacted by the proposed development are shown in Table 17-2. The criteria for each of the baseline ratings have been developed in consideration of the relevant EPA guidelines on describing the existing environment.

**Table 17-2 Baseline rating criteria**

Baseline	Criteria
High	Residential property. 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.

### Impact Magnitude

Impacts on non-agricultural properties arising from the proposed development include:

- Non-agricultural properties that are to be entirely acquired.
- Non-agricultural properties where a portion of the site is to be acquired on a permanent basis.
- Non-agricultural properties where a portion of the site is to be acquired on a temporary basis.
- Non-agricultural properties to which access will be relocated or altered.
- Non-agricultural properties where only public road/ private road is to be acquired.

The criteria used to determine the magnitude of impact for the non-agricultural property impacted by the proposed development are shown in Table 17-3. The criteria for each of the impact ratings have been developed in consideration of the relevant EPA guidelines on the assessment of impact.

**Table 17-3 Magnitude of impact criteria**

Baseline	Criteria
High	An impact on the property where the use of the property cannot continue.
Medium	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.
Low	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.
Very low	An impact on the property that does not affect the use of the property (i.e. acquisition of public road / private road only).

### Significance of Impact

The significance of impact on a non-agricultural property is determined by the baseline rating assigned to the property combined with the magnitude of impact of the proposed development. 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 Table 17-4 using the baseline rating and magnitude of impact. The likely significance of impact is prior to the implementation of any mitigation measures.

**Table 17-4 Significance of impact**

Baseline	Magnitude of impact			
	High	Medium	Low	Very low
High	Profound	Significant	Slight	Not significant
Medium	Very significant	Moderate	Slight	Not significant
Low	Moderate	Slight	Not significant	Imperceptible

### 17.3.3 Consultation

Consultation with property owners and the project team was identified as necessary on 21 non-agricultural properties. This consultation was undertaken on 19 properties by the property specialist or members of the project team. There are two properties on which consultation has yet to be completed. On one property, consultation will be carried out subject to landowner availability and on one property landowner contact details were not available.

### 17.3.4 Difficulties encountered/ limitations

On one property, landowner contact details are not available.

## 17.4 Receiving environment

This section includes a description of the baseline environment as it relates to Material Assets: Non-agricultural properties.

The study area is comprised of properties directly impacted by the proposed development and range from those located in an urban setting in Zones A, B and C to properties in a more rural setting in Zones D, E and F.

### 17.4.1 Zone A

#### 17.4.1.1 Connolly Station Area

Lands impacted are primarily comprised of state owned lands and public roads. There is a right of way impact across the Fáilte Ireland building car park on Amiens Street. There is a right of way impact along the rear boundary of Store Street Garda Station. Lands include Preston Street comprising of public road.

#### 17.4.1.2 Ch. 30+350 – 31+000 Royal Canal to Ballybough Road

Lands impacted are primarily comprised of residential property, commercial property, community property and public roads. The rail line through this section is elevated, with right of way impacts to properties comprised of local authority residential, 11 private residential, eight commercial, one community and four land properties. Residential property consists of local authority residential at Courtney Place and 11 private residential properties. The commercial properties comprise of an auto repair centre on Bessborough Avenue, a sports club and two auto repair centre on Strandville Avenue, a car dealership on Xavier Avenue, an auto repair centre on North Strand road, a hardware supplies store and auto repair centre on Spring Garden Street. The community property consists of a property owned by the Spring Garden Street Partnership. Under Dublin City Development Plan 2016-2022, properties in this section are zoned residential with the exception of lands located north of the rail line on Spring Garden Street that are zoned to provide for and improve mixed service facilities.

#### 17.4.1.3 Ch. 31+000 – 32+050 Ballybough Road to Drumcondra Road Lower

Lands impacted are primarily comprised of residential property, commercial property and public roads. The rail line through this section is elevated with right of way impacts to properties comprised of four residential and two commercial properties. The commercial properties comprise of a tyre repair centre on Robert Street and an auto centre on St. George's Avenue. Under Dublin City Development Plan 2016-2022, these properties are zoned residential.

#### 17.4.1.4 Ch. 33+000 Prospect Road Bridge

There is one commercial property impacted northwest of Prospect Road Bridge, The Brian Bóru public house. The property entrance and car parking extend along the northern rail boundary to the car park at the rear.

Under Dublin City Development Plan 2016-2022, it is zoned to provide for and improve neighbourhood facilities.

#### **17.4.1.5 Ch. 33+400 Glasnevin Traction Substation**

There is a community property, St. Vincents School, impacted north of the GSWR line. The property is comprised of school buildings, sports hall, school yard and car parking to the north with playing pitches to the south along the rail line. Under Dublin City Development Plan 2016-2022, it is zoned to protect and provide for institutional and community uses.

### **17.4.2 Zone B**

#### **17.4.2.1 Spencer Dock Station Area**

Lands impacted are primarily comprised of state owned lands and public roads. There is one development site in the study area. The site is currently used as a construction compound for an adjoining development. Under Dublin City Development Plan 2016-2022 and the Strategic Development and Regeneration Area No. 6, this property is identified as an undeveloped site within Block 2 of the Spencer Docks area. The specific objectives include for residential / commercial development.

#### **17.4.2.2 Ch. 41+300 – 41+800 Summerhill Parade to Jone's Road**

Lands impacted are primarily comprised of state owned lands and public roads. There is one community property impact in the study area. This property is Croke Park stadium and lands are comprised of the stadium, car and coach parking, pedestrian walkways and access points to the surrounding local road network. Under Dublin City Development Plan 2016-2022, it is zoned to preserve, provide and improve recreational amenity and open space and green networks.

### **17.4.3 Zone C**

#### **17.4.3.1 Ch. 51+500 Broombridge Station**

There are impacts on three properties comprised of one community property, one commercial property and one development property. The community property is located to the south west and is comprised of sports pitches, buildings and car parking. Under Dublin City Development Plan 2016-2022, it is zoned for residential development. The commercial property, Broombridge Industrial Estate, is located to the north east and the development site, is located to the north west. Under Dublin City Development Plan 2016-2022, these two properties are zoned for industrial development.

#### **17.4.3.2 Ch. 53+700 Ashtown Station area**

There are impacts on six properties comprised of two residential, three commercial and one development property. The residential properties include Ashbrook residential development and a residential property located north of the 10<sup>th</sup> Lock on the Royal Canal. The commercial properties include a property at Ashtown Gate, a retail motor dealership and a wholesale business premises located off Mill lane. The development property is Ashton House and lands which under Fingal Development Plan 2017- 2023 is zoned High Amenity.

#### **17.4.3.3 Ch. 54+700 Navan Parkway Station**

There is one development property and one land property impacted to the west of the station. Under Fingal Development Plan 2017- 2023 and Navan Road Parkway LAP these lands are zoned for High Technology development.

#### **17.4.3.4 Ch. 56+100 Old Navan Road Bridge area**

There is one commercial property impacted northwest of the bridge, The 12<sup>th</sup> Lock Hotel. The property entrance and car parking extend along the northern rail boundary. There are three non-agricultural properties to the south of the rail bridge. One property is amenity land associated with Ashleigh Grove residential development.

The second property is public road associated with the Castleknock Mews residential development and the third property is land adjoining Old Navan Road walkway.

#### **17.4.3.5 Ch. 56+500 Castleknock Station area**

There are impacts on nine residential properties and public roads. The residential properties are located to the south of the level crossing and along the Castleknock Road and include lands associated with the Huntington Lodge, Park Lodge, Brookwood, Castleknock Brook, Claremont (under construction) and Ashleigh Court developments. There is a community property involving Laurel Lodge Park adjoining the southern boundary of the rail line and station.

#### **17.4.3.6 Ch. 57+500 Coolmine Substation**

The community property of Sycamore Green park is impacted adjoining the southern boundary of the rail line.

#### **17.4.3.7 Ch. 57+900 – 58+700 Coolmine Station to Porterstown Link Road**

There are impacts on one residential property, one community property, state owned lands and public roads. The residential property is located at the western end of Sheepmore Lane. The community property is amenity lands associated with Riverwood Dale residential development.

#### **17.4.3.8 Ch. 58+900 Porterstown Pedestrian & Cycle Bridge**

There are two residential properties and four development properties impacted in this area. North of the level crossing, there is a residential property to the west of Porterstown Road. The Porterstown Old School House is a development property extending to the west along the canal. There is a second development property to the east of Porterstown road. There is a residential property to the southwest of the level crossing. There is a development property leased for community property use, St. Mochta's Football club, located to the southeast of the level crossing. Under the Fingal Development Plan 2017- 2023 and Kellystown Local Area Plan (LAP) the land is zoned for residential development.

#### **17.4.3.9 Ch. 58+900 Clonsilla Road Junction**

The study area includes impacts on public road lands associated with two commercial properties, Limelawn Row residential development and St. Mochta's National School on Clonsilla Road.

#### **17.4.3.10 Ch. 58+900 Diswellstown Junction**

The study area includes impacts on public road and amenity lands associated with Woodbrook and Annfield residential developments.

#### **17.4.3.11 Ch. 58+900 Porterstown Road Junction**

The study area includes impacts on public road and amenity lands associated with one residential property, the Annfield residential development at the Porterstown Road Junction and Luttrellstown Community College.

#### **17.4.3.12 Ch. 60+100 Clonsilla Station area**

The study area includes impacts on public road and amenity lands associated with Porter's Gate View residential development. There are public road lands associated with a residential property north east of the level crossing and a residential property south of the level crossing on the Clonsilla road.

#### **17.4.4 Zone D**

##### **17.4.4.1 Ch. 100+300 -101+700 Clonsilla to Hansfield Station**

There is one development property impacted to the south of the station and extending west along the rail line from the Royal Canal towards the R149. Under the Fingal Development Plan 2017 - 2023 and the Barnhill LAP, the lands are zoned for residential development and open space.

##### **17.4.4.2 Ch. 101+700 – 104+900 – Hansfield Station to Dunboyne**

There is one property impacted at Hilltown, Co. Meath. The lands are within the northern boundary of the rail line.

##### **17.4.4.3 Ch. 105+000 – Dunboyne Station area**

There are impacts to state owned lands used for station / car parking and public road.

##### **17.4.4.4 Ch. 101+100 – M3 Parkway Station**

There are impacts to state owned lands and privately owned lands at the parkway used for station parking and amenity lands.

#### **17.4.5 Zone E**

##### **17.4.5.1 Ch. 71+100 Barberstown Level Crossing area**

The study area includes impacts on public road on properties including one commercial property, Luttrellstown Castle.

##### **17.4.5.2 Ch. 74+700 Cope rail bridge area**

There are impacts on two community properties, one development property, one residential property and public roads associated with state owned lands at Leixlip Confey Station. The community properties include Confey GAA, and amenity lands and public roads associated with the Glendale and River Forest residential developments. Confey GAA lands are comprised of a clubhouse, playing pitches and parking area. The development property is located to the north west of the rail bridge. The residential property is to the north of the rail bridge. Under the draft Leixlip LAP 2023 – 2026, both the Confey GAA property and the development property are zoned for Mixed Use Development.

##### **17.4.5.3 Ch. 74+800 – 76+600 Leixlip Confey Station to Leixlip (Louisa Bridge) Station**

There are impacts to state owned lands and public roads at Leixlip (Louisa Bridge) station.

##### **17.4.5.4 Ch. 76+600 – 78+100 Leixlip (Louisa Bridge) Station to Blakestown Level Crossing**

There are impacts to lands and public roads associated with one community property and one land property. The community property consists of amenity lands associated with the Glen Easton residential development in Leixlip. The land property is located at Blakestown.

##### **17.4.5.5 Ch. 78+100 – 80+000 Blakestown Level Crossing to Pike Rail Bridge**

There are impacts to state owned lands and public roads.

##### **17.4.5.6 Ch. 80+000 – 82+600 Pike Rail Bridge to Maynooth Station**

There is an impact on one community property and to state owned lands and public roads. The community property consists of amenity lands associated with the Castlebridge residential development.

## 17.4.6 Zone F

### 17.4.6.1 Ch. 91+000 to Ch. 94+500 depot west of Maynooth

There are two development properties with lands in townlands of Maynooth South, / Laraghbryan East and Newtown. Under the Kildare Development Plan 2017- 2023 and the Maynooth LAP 2013-2019, these lands are zoned for agriculture.

### 17.4.7 Baseline rating

There are 111 non-agricultural properties directly affected by the proposed development and these include 38 residential properties, 20 commercial properties, 15 community properties, 14 development sites and 24 non-agricultural plots of land.

The baseline ratings for non-agricultural property along the proposed development are presented in Table 17-5.

**Table 17-5 Baseline Rating**

Rating	No. of properties	% of total
High	91	82.0%
Medium	7	6.3%
Low	13	11.7%
<b>Total</b>	<b>111</b>	<b>100.0%</b>

## 17.5 Description of potential impacts

### 17.5.1 Potential construction impacts

The assessment of the impact on non agricultural property includes the effects of the construction impacts. Construction activity associated with the proposed development will give effect to further impacts/effects on non-agricultural property such as:

- Temporary landtake.
- Access to property.
- Noise and vibration.
- Dust.
- Disturbance of drainage systems.
- Disturbance of services.

The nature of each specific impact is discussed below.

#### 17.5.1.1 Temporary landtake

The construction works for the proposed development will involve a total temporary land-take of 28.3 ha consisting of 19.5 ha non-agricultural lands and 8.8 ha public road. The non-agricultural lands will comprise of a wide range of land types including residential lands, commercial lands, development lands, car park areas, amenity lands, canal, canal bank, tow-paths and non-agricultural greenfield areas.

#### 17.5.1.2 Access to property

Access to some properties will be affected during the construction phase. The construction of local road junctions and crossings in particular may impact on access to properties.

### **17.5.1.3 Noise and vibration**

The activity of construction vehicles will generate additional noise emissions in the immediate vicinity of construction. Noise and vibration may be a cause of disturbance to those residing in dwelling houses located in close proximity to the construction of the proposed development.

### **17.5.1.4 Dust**

Dust generated during the construction phase may have a nuisance effect on nearby properties especially during dry weather.

### **17.5.1.5 Disturbance of field drainage**

Existing drainage systems may be disturbed and in places removed by the construction of the proposed development. These systems will be restored as part of the completed works. However, there may be temporary impaired drainage in the interim period between initial entry and final reinstatement of such drainage works.

### **17.5.1.6 Disturbance of services**

The construction of the proposed development may impact on services including supply of water, electricity and phone service and facilities for, or connections to wastewater treatment facilities.

## **17.5.2 Potential operational Impacts**

### **17.5.2.1 Impact on non agricultural property in the study area**

The proposed development will involve a permanent land-take of 10.0 ha, consisting of 9.4 ha non-agricultural lands and 0.6 ha public road, and a right of way area of 2.3 ha.

An assessment of the impact of the proposed development on property is presented in Table 17-6 and a summary of the results prior to any mitigation is presented in Table 17-7.

Measures to mitigate the adverse effects of the proposed development are described in Section 17.6 and an assessment of the significance of the residual impact following the implementation of mitigation measures is presented in Section 17.8.

**Table 17-6 Non-agricultural property impact assessment**

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
A, B, C, D, E	100	Land	High	0.0000	0.0185	0.8473	0.4926	0.0086	Temporary and permanent reduction in land area involving lands, bridges, level crossings, railway lines / tracks, car park and public road. Reduction in land area. Impact on existing property boundaries / parapets.	Low	Slight	Reinstate property boundaries / parapets on a like-for-like basis.	Slight
A, B	01	Land	High	0.3467	0.0138	3.0708	0.1555	0.0000	Temporary and permanent reduction in land area involving lands, towpath, canal, canal bank, bridges and public road. Reduction in land area. Impact on existing property boundaries / parapets.	Low	Slight	Reinstate property boundaries / parapets on a like-for-like basis.	Slight
A	02	Land	Medium	0.0501	0.0514	0.5316	1.9019	0.0325	Temporary and permanent reduction in land area involving lands, footpaths, parklands and public road. Reduction in land area.	Very Low	Imperceptible		Imperceptible
A, B, C	03	Land	Medium	0.1817	0.1164	0.4823	1.6315	0.0000	Temporary and permanent reduction in land area involving lands, towpath, car park, footpath and public road. Reduction in land area. Impact on existing property boundary.	Low	Slight	Reinstate property surface and property boundary on a like-for-like basis.	Slight
D, E	04	Land	Low	0.1873	0.3147	0.1231	0.3685	0.0000	Temporary and permanent reduction in land area involving lands, footpath and public road. Reduction in land area.	Very Low	Imperceptible		Imperceptible
D	05	Land	Low	0.0000	0.0000	0.0447	0.0000	0.0000	Temporary reduction in land area involving lands and hardstanding. Reduction in land area.	Very Low	Imperceptible		Imperceptible

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
A	06	Land	Low	0.0000	0.0000	0.0920	0.0000	0.0000	Temporary reduction in land area involving lands, footpath and hardstanding. Reduction in land area.	Very Low	Imperceptible		Imperceptible
D	07	Land	Medium	0.0000	0.0000	0.0038	0.0000	0.0000	Temporary and permanent reduction in land area involving lands, towpath and canal bank. Reduction in land area.	Very Low	Not Significant		Not Significant
A	235	Community	High	0.0000	0.0000	0.0000	0.0000	0.0024	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 10+000	118	Land	High	0.0000	0.0000	0.0000	0.0000	0.0429	Existing right of way to be altered to include use as an uninterrupted fire and emergency exit.	Low	Slight		Slight
A 30+500	201	Commercial	High	0.0000	0.0000	0.0000	0.0000	0.0074	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 30+500	202	Residential	High	0.0000	0.0000	0.0000	0.0000	0.0050	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 30+500	203	Residential	High	0.0000	0.0000	0.0000	0.0000	0.0054	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 30+600	204 / 205 / 206	Commercial	High	0.0000	0.0000	0.0000	0.0000	0.0139	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 30+600	207 / 210	Commercial	High	0.0000	0.0000	0.0000	0.0000	0.0072	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 30+600	208	Residential	High	0.0000	0.0000	0.0000	0.0000	0.0022	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 30+600	209	Commercial	High	0.0000	0.0000	0.0000	0.0000	0.0060	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
A 30+600	211	Land	Medium	0.0000	0.0000	0.0000	0.0000	0.0021	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 20+900	212	Commercial	High	0.0000	0.0000	0.0145	0.0000	0.0036	Temporary reduction in property area for installation of OHLE pole on boundary wall. Temporary impact on existing car parking area. Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight	Reinstate property surface on a like-for-like basis.	Slight
A 20+900	213	Residential	High	0.0000	0.0000	0.0000	0.0000	0.0047	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 21+000	214	Residential	High	0.0000	0.0000	0.0000	0.0000	0.0022	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 21+000	215	Residential	High	0.0000	0.0000	0.0000	0.0000	0.0027	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 21+000	216	Residential	High	0.0000	0.0000	0.0000	0.0000	0.0030	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 21+000	217	Land	Low	0.0000	0.0000	0.0000	0.0000	0.0093	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 30+600	218	Residential	High	0.0000	0.0000	0.0000	0.0000	0.0010	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 30+700	219	Residential	High	0.0000	0.0000	0.0000	0.0000	0.0012	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 30+700	220	Land	Low	0.0000	0.0000	0.0000	0.0000	0.0071	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
A 30+700	221	Commercial	High	0.0000	0.0000	0.0000	0.0000	0.0043	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 30+800	222	Residential	High	0.0000	0.0000	0.0000	0.0000	0.0080	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 30+800	223	Land	Low	0.0000	0.0000	0.0000	0.0000	0.0019	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 30+800	224 / 225	Commercial	High	0.0000	0.0000	0.0000	0.0000	0.0153	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 30+800	226	Commercial	High	0.0000	0.0000	0.0064	0.0000	0.0028	Temporary reduction in property area for installation of OHLE pole on boundary wall. Temporary impact on existing car parking area. Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight	Reinstate property surface on a like-for-like basis.	Slight
A 30+800	227	Community	High	0.0000	0.0000	0.0000	0.0000	0.0064	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 30+900	228	Residential	High	0.0000	0.0000	0.0000	0.0000	0.0055	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 31+400	229	Residential	High	0.0000	0.0000	0.0000	0.0000	0.0049	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 31+700	230	Commercial	High	0.0000	0.0000	0.0000	0.0000	0.0073	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 32+000	231	Residential	High	0.0000	0.0000	0.0000	0.0000	0.0094	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
A 32+000	232	Residential	High	0.0000	0.0000	0.0000	0.0000	0.0076	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 32+000	233	Commercial	High	0.0000	0.0000	0.0000	0.0000	0.0091	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 32+000	234	Residential	High	0.0000	0.0000	0.0000	0.0000	0.0033	Right of way to be acquired adjacent to elevated rail line boundary.	Low	Slight		Slight
A 33+000	09	Commercial	High	0.0000	0.0000	0.0211	0.0000	0.0000	Temporary reduction in lands (Zoned to Improve neighbourhood facilities) to facilitate parapet heightening. Temporary impact on existing car parking area.	Low	Slight	Reinstate property surface and property boundary on a like-for-like basis.	Not Significant
A 33+450	10	Community	High	0.1348	0.0000	0.0451	0.0000	0.0000	Permanent reduction in land area for Glasnevin Substation. Temporary reduction in land area for construction works. Impact on existing property boundary and existing mature trees. No impact to existing senior GAA pitch and run-off area.	Low	Slight	Provide secure fencing along school boundary. Provide pitch netting behind goals on senior pitch. Provide screen planting within compound area.	Slight
B 40+100	08	Development	High	0.0840	0.0000	0.2187	0.0000	0.0000	Permanent reduction in area of development site for proposed Spencer Dock Station. Temporary reduction in site area for construction works. Substratum of remaining land area acquired.	High	Profound		Profound
B 41+600	119	Community	High	0.0018	0.0000	0.0078	0.0000	0.0000	Temporary and permanent reduction in land area. Reduction in land area. Temporary impact on use of access point.	Low	Slight	Reinstate property surface area on a like-for-like basis.	Not Significant

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
C 51+500	11	Community	High	0.0000	0.0000	0.1880	0.0000	0.0000	Temporary reduction in property area for construction compound to facilitate modification of Broombridge Rail Bridge. Impact on existing boundary wall. Impact on existing car parking area.	Medium	Significant	Reinstate existing property surface and property boundary on a like-for-like basis.	Not Significant
C 51+550	12	Development	High	0.0000	0.0000	0.3345	0.0000	0.0000	Temporary reduction in site area for construction compound to facilitate SET works. Impact on existing property boundary.	Low	Slight	Reinstate existing property boundary on a like-for-like basis.	Not Significant
C 51+550	123	Commercial	High	0.0000	0.0000	0.0402	0.0116	0.0000	Temporary reduction in area involving towpath and public road.	Very Low	Not Significant		Not Significant
C 53+700	14	Residential	High	0.0000	0.0000	0.0276	0.0293	0.0000	Temporary reduction in amenity lands and public road at Ashbrook apartments.	Low	Slight	Reinstate property surface on a like-for-like basis.	Not Significant
C 53+700	15	Commercial	High	0.0000	0.0000	0.0072	0.0243	0.0000	Temporary reduction in car park entrance and public road at Ashtown Gate development.	Low	Slight	Reinstate property surface on a like-for-like basis.	Slight

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
C 53+750	16	Commercial	High	0.0306	0.0587	0.0231	0.0000	0.0000	Temporary and permanent reduction in area of retail yard for commercial premises due to proposed re-routing of Ashtown Road. Temporary and permanent reduction in area of rented lands. Reduction in area of existing car parking area. Impact on existing staff parking area. Impact on delivery of vehicles to property. Impact on operational activities of existing business. Impact on existing entrance and property boundary.	Medium	Significant	Reinstate existing property entrance and boundary on a like-for-like basis.	Significant
C 53+900	17 / 18	Commercial	High	0.9249	0.0000	0.2321	0.0449	0.0000	Temporary and permanent reduction in area of commercial premises due to proposed re-routing of Ashtown Road. Direct impact on industrial units, car parking area, commercial yard area for HGV deliveries and collections. Impact on operational activities of existing business. Permanent acquisition of development site (zoned for High Technology) and existing property. Temporary and permanent impact on lands (zoned for High Technology) rented out for car parking. Temporary impact on existing rail boundary.	High	Profound	Provide suitable property access, entrance and property boundary to the remaining property area. Reinstate temporarily acquired area.	Profound

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
C 53+950	19	Development	High	0.0543	0.0000	0.8988	0.4077	0.0000	Permanent reduction on lands (Zoned High Amenity), private road and public road. Temporary reduction on lands for construction compound and temporary access road. Impact on existing property boundary. Impact on existing property entrance.	Medium	Significant	Reinstate temporarily acquired land area. Reinstate property boundary and property entrance on a like-for-like basis.	Slight
C 53+750	105	Residential	High	0.0314	0.0000	0.0246	0.0000	0.0000	Permanent reduction of garden area due to proposed re-routing of Ashtown Road. Temporary reduction of garden area for construction works. Impact on existing property boundary and existing entrance.	Medium	Significant	Reinstate temporarily acquired garden area. Reinstate property boundary and property entrance on a like-for-like basis.	Slight
C 53+750	20	Development	High	0.2774	0.0000	0.7303	0.0000	0.0000	Permanent reduction in area of lands (Zoned High Technology) for Navan Road Parkway maintenance compound. Temporary reduction on lands (Zoned High Amenity) for construction compound. Impact on existing property boundary. Impact on existing property entrance.	Medium	Significant	Reinstate property boundary and property entrance on a like-for-like basis.	Slight
C 54+800	120	Land	High	0.0000	0.0000	0.0016	0.0000	0.0000	Temporary reduction in land area (Zoned High Technology).	Very Low	Not Significant		Not Significant
C 56+100	121	Land	High	0.0000	0.0000	0.0000	0.0073	0.0000	Temporary reduction in land area (Zoned Residential).	Very Low	Not Significant		Not Significant

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
C 56+100	21	Land	Low	0.0000	0.0000	0.0088	0.0000	0.0000	Temporary reduction in lands (Zoned Open Space) for Old Navan Road Rail Bridge modification.	Very Low	Imperceptible		Imperceptible
C 56+150	22	Community	High	0.0000	0.0000	0.1273	0.0365	0.0000	Temporary reduction in public road and amenity lands (Zoned Open Space) for Old Navan Road Rail Bridge modification. Temporary reduction in lands for Old Navan Road access link to Ashleigh Green.	Low	Slight	Reinstate temporarily acquired lands and property boundary on a like-for-like basis.	Slight
C 56+100	23	Commercial	High	0.0000	0.0000	0.0307	0.0000	0.0000	Temporary reduction in property area to provide construction compound for Old Navan Road Rail Bridge modification. Temporary reduction in number of car parking spaces. Impact on property boundary.	Medium	Significant	Reinstate temporarily acquired lands and property boundary on a like-for-like basis.	Slight
C 56+300	24	Residential	High	0.0000	0.0000	0.0000	0.0059	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant
C 56+300	25	Residential	High	0.0000	0.0000	0.0000	0.0128	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant
C 56+350	26	Residential	High	0.0000	0.0000	0.0000	0.0177	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant
C 56+350	27	Residential	High	0.0000	0.0000	0.0000	0.0018	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant
C 56+300	28	Residential	High	0.0000	0.0000	0.0000	0.0444	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
C 56+300	29	Residential	High	0.0000	0.0000	0.0000	0.0479	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant
C 56+350	30	Residential	High	0.0000	0.0000	0.0000	0.0185	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant
C 56+400	31	Residential	High	0.0000	0.0000	0.0000	0.0748	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant
C 56+450	32	Community	High	0.1029	0.0000	0.5306	0.1907	0.0000	Permanent reduction in area of Laurel Park lands due to Castleknock substation. Temporary reduction in Laurel Park lands due to construction compound. Impact on pedestrian footpaths. Impact on mature trees, planting and park boundaries.	Medium	Significant	Reinstate temporarily acquired parkland area. Reinstate pedestrian footpaths. Reinstate property boundary on a like-for-like basis.	Slight
C 56+400	108	Residential	High	0.0000	0.0000	0.0044	0.0000	0.0000	Temporary reduction in garden area due to proposed construction works. Impact on existing property boundary.	Low	Slight	Reinstate temporarily acquired garden area. Reinstate property boundary on a like-for-like basis.	Slight
C 56+450	124	Residential	High	0.0000	0.0000	0.0000	0.0109	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant
C 57+500	106	Land	Low	0.0000	0.0000	0.0000	0.0853	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant
C 57+950	34	Residential	High	0.0000	0.0000	0.0000	0.0483	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
C 57+950	35	Residential	High	0.0000	0.0000	0.0000	0.0160	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant
C 58+300	109	Residential	High	0.0000	0.0000	0.0267	0.0000	0.0000	Temporary reduction in land area due to ESB pole modification (Zoned Open Space). Temporary impact on access to property.	Low	Slight		Slight
C 58+300	47	Community	High	0.0000	0.0000	0.0356	0.7827	0.0000	Temporary reduction in amenity land area due to ESB pole modification (Zoned Open Space). Temporary reduction in area involving public road at Diswellstown Road Junction.	Low	Slight		Not Significant
C 58+900	37	Development	High	0.0000	0.0000	0.0000	0.0147	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant
C 58+900	38	Residential	High	0.0000	0.0000	0.0000	0.0073	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant
C 58+900	39	Development	High	0.0000	0.0000	0.0403	0.0000	0.0000	Temporary reduction in lands (Zoned Residential). Impact on existing property boundary and entrance.	Low	Slight	Reinstate property boundary and property entrance on a like-for-like basis.	Slight
C 58+900	40	Residential	High	0.0000	0.0000	0.0000	0.0147	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
C 58+900	41	Development	High	0.0996	0.0000	0.1174	0.0000	0.0000	Permanent reduction in lands (Zoned Residential). Temporary reduction in lands (Zoned Residential) for construction of Porterstown Station pedestrian and cyclist bridge. Impact on existing secure boundary and access gate.	Low	Slight	Reinstate property boundary and property entrance on a like-for-like basis.	Slight
C 58+900	42	Development	High	0.1258	0.0000	2.1794	0.3958	0.0000	Permanent reduction in lands (Zoned Residential) and public road. Temporary reduction in lands (Zoned Residential) for construction of Porterstown Station pedestrian and cyclist bridge and level crossing compound. Impact on property entrance for St. Mochta's FC (leasehold interest) and area used by club for car parking.	Medium	Significant	Reinstate temporarily acquired lands. Reinstate property boundary and entrance on a like-for-like basis.	Significant
C 58+900	43	Commercial	High	0.0000	0.0000	0.0000	0.0056	0.0000	Temporary reduction in area involving footpath only.	Very Low	Not Significant		Not Significant
C 58+800 (Clonsilla Rod)	44	Commercial	High	0.0000	0.0000	0.0000	0.0075	0.0000	Temporary reduction in area involving public road and footpath.	Very Low	Not Significant		Not Significant
C 58+800 (Clonsilla Rod)	45	Residential	High	0.0000	0.0000	0.0000	0.0119	0.0000	Temporary reduction in area involving footpath only.	Very Low	Not Significant		Not Significant
C 58+800 (Clonsilla Rod)	46	Community	High	0.0000	0.0000	0.0000	0.0580	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
C 58+800 (Porterstown Junction)	48	Land	Medium	0.0000	0.0000	0.1019	0.1979	0.0000	Temporary reduction in lands (Zoned Open Space) for Porterstown Road Junction involving greenfield land, footpaths and public road. Impact on park boundary. Impact on mature trees.	Low	Slight	Reinstate temporarily acquired lands. Reinstate property boundary on a like-for-like basis.	Not Significant
C 58+800 (Porterstown Junction)	49	Residential	High	0.0000	0.0000	0.0000	0.0223	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant
C 58+800 (Porterstown Junction)	50	Land	Low	0.0000	0.0000	0.0000	0.0201	0.0000	Temporary reduction in area involving public road only.	Very Low	Not Significant		Not Significant
C 58+800 (Porterstown Junction)	51	Community	High	0.0000	0.0000	0.0000	0.0879	0.0000	Temporary reduction in area involving public road and footpath.	Very Low	Not Significant		Not Significant
C 60+050	54	Residential	High	0.0000	0.0000	0.0000	0.0316	0.0000	Temporary reduction in area involving public road.	Very Low	Not Significant		Not Significant
C 60+100	56	Residential	High	0.0000	0.0000	0.0000	0.0060	0.0000	Temporary reduction in area involving public road.	Very Low	Not Significant		Not Significant
C 60+150	57	Residential	High	0.0000	0.0000	0.0000	0.1420	0.0000	Temporary reduction in area involving public road.	Very Low	Not Significant		Not Significant
D 101+100	62	Development	High	0.0699	0.0000	2.3050	0.3377	0.0000	Permanent reduction in lands (Zoned Residential) for Railway Line / Royal Canal Bridge and Barberstown Lane link. Temporary reduction in lands (Zoned Residential) for construction compound, access to Hansfield Station and public road. Impact on existing boundaries.	Medium	Significant	Reinstate temporarily acquired lands. Reinstate existing property boundary on a like-for-like basis.	Slight
D 102+500	122	Land	Low	0.0000	0.0049	0.0000	0.0000	0.0000	Permanent acquisition of rail line area.	Very Low	Slight		Slight

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
D 107+000	132	Development	High	0.0000	0.0000	0.7868	0.0342	0.0000	Temporary reduction in lands (Zoned for Retail Centre) for M3 Parkway construction compounds. Impact on existing car parking.	Medium	Significant	Reinstate temporarily acquired lands. Reinstate property boundary on a like-for-like basis.	Slight
D 107+000	126	Land	Low	0.0000	0.0000	0.0000	0.0013	0.0000	Temporary reduction in lands for construction works.	Very Low	Imperceptible		Imperceptible
D 107+000	131	Land	Low	0.0000	0.0000	0.0009	0.0628	0.0000	Temporary reduction in lands for construction works.	Very Low	Imperceptible		Imperceptible
E 70+950	59	Commercial	High	0.0000	0.0000	0.0000	0.1343	0.0000	Temporary reduction in area involving public road.	Very Low	Not Significant		Not Significant
E 70+950	60	Development	High	0.0000	0.0000	0.0000	0.1906	0.0000	Temporary reduction in area involving public road.	Very Low	Not Significant		Not Significant
E 74+650	65	Community	High	0.0740	0.0264	0.6772	0.2716	0.0000	Permanent reduction in area involving amenity lands (Zoned Existing Residential) and public road at Confey Station. Temporary reduction in amenity lands (Zoned Existing Residential) due to construction compound. Impact on mature trees, planting, pedestrian footpaths and park boundary. Impact on rail property boundary at River Forest development.	Medium	Significant	Reinstate temporarily acquired parkland area. Reinstate pedestrian footpaths. Reinstate property boundary on a like-for-like basis.	Slight

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
E 74+650	66	Community	High	0.0000	0.0000	0.1749	0.0410	0.0000	Temporary and Permanent reduction in area involving amenity lands (Zoned for Mixed Use and Residential development) due to bridge modification at Confey Station. Impact on existing pedestrian access, footpath and property boundary. Direct impact on playing pitch area and runoff area.	Medium	Significant	Reinstate temporarily acquired lands. Reinstate pedestrian access, footpath property boundary on a like-for-like basis.	Significant
E 74+750	67	Development	High	0.0000	0.0000	0.1105	0.0466	0.0000	Temporary and Permanent reduction in area involving lands (Zoned for Mixed Use and Residential development) due to bridge modification at Confey Station. Impact on existing access and property boundary.	Low	Slight	Reinstate temporarily acquired lands. Reinstate property boundary on a like-for-like basis.	Slight
E 74+650	113	Community	High	0.0000	0.0000	0.0159	0.0000	1.0000	Temporary reduction in area involving public road.	Very Low	Not Significant		Not Significant
E 74+650	114	Residential	High	0.0000	0.0000	0.0000	0.0054	1.0000	Temporary reduction in area involving public road.	Very Low	Not Significant		Not Significant
E 76+950	68	Community	High	0.0000	0.0000	0.0022	0.0000	0.0000	Temporary reduction in lands (Zoned Existing Residential / Open Space and Amenity). Temporary impact on parking and rail property boundary at Glen Easton and Lough na Mona developments.	Low	Slight	Reinstate temporarily acquired area. Reinstate property boundary on a like-for-like basis.	Not Significant
E 78+150	69	Commercial	High	0.0000	0.0000	0.0000	0.0097	0.0000	Temporary reduction in area involving public road.	Very Low	Not Significant		Not Significant
E 78+250	115	Land	Low	0.0000	0.0000	0.0000	0.1150	0.0000	Temporary reduction in area involving land.	Very Low	Not Significant		Not Significant

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
E 82+050	116	Community	High	0.0000	0.0000	0.0000	0.0859	0.0000	Temporary reduction in area involving lands (Zoned for Mixed Use and Residential development) due to ESB pole modification. Impact on existing access.	Low	Slight	Reinstate temporarily acquired lands.	Not Significant
F 91+200	89	Development	Medium	3.8771	0.0000	0.0859	0.0000	0.0000	Permanent reduction in lands (Zoned Agriculture) for off line double track rail line. Temporary reduction in lands (Zoned Agriculture). Impact on property boundary.	Medium	Moderate	Reinstate property boundary on a like-for-like basis.	Moderate
F 91+800	90	Development	Medium	2.7488	0.0191	0.0000	0.0000	0.0000	Permanent reduction in lands (Zoned Agriculture) for off line double track rail line. Temporary reduction in lands (Zoned Agriculture). Impact on property boundary.	Medium	Moderate	Reinstate property boundary on a like-for-like basis.	Moderate
(Ballyhack)	111 / 112	Commercial	High	0.0000	0.0000	4.0834	0.0000	0.0000	Temporary reduction in driveway and commercial yard for construction compound / material storage.	Medium	Significant	Reinstate temporarily acquired area.	Not Significant
E 74+650	100	Land	High	0.0000	0.0185	0.8473	0.4926	0.0086	Temporary and permanent reduction in land area involving lands, bridges, level crossings, railway lines / tracks, car park and public road. Reduction in land area. Impact on existing property boundaries / parapets.	Low	Slight	Reinstate property boundaries / parapets on a like-for-like basis.	Slight

Zone & Chainage	ID No.	Property Type	Baseline Rating	Perm. Land (ha)	Perm. Public Road (ha)	Temp. Land (ha)	Temp. Public Road (ha)	Right of Way (ha)	Impact Details	Magnitude of Impact	Significance of Effects (Pre-mitigation)	Specific Mitigation Measures (see Section 17-6)	Significance of Residual Effects
E 74+650	01	Land	High	0.3467	0.0138	3.0708	0.1555	0.0000	Temporary and permanent reduction in land area involving lands, towpath, canal, canal bank, bridges and public road. Reduction in land area. Impact on existing property boundaries / parapets.	Low	Slight	Reinstate property boundaries / parapets on a like-for-like basis.	Slight
E 74+750	02	Land	Medium	0.0501	0.0514	0.5316	1.9019	0.0325	Temporary and permanent reduction in land area involving lands, footpaths, parklands and public road. Reduction in land area.	Very Low	Imperceptible		Imperceptible

### 17.5.2.2 Summary of impact on non-agricultural property (pre-mitigation)

Details of the impact assessment of the proposed development on non-agricultural property is presented in Table 17-6 above. A summary of the results is presented in Table 17-7 below.

**Table 17-7 Summary of Impact Assessment**

Magnitude of Impact	No. of properties	% of total
High	2	1.8%
Medium	15	13.5%
Low	51	45.9%
Very low	43	38.7%
	<b>111</b>	<b>100.0%</b>
Significance of Effects	No. of properties	% of total
Profound	2	1.8%
Very Significant	0	0
Significant	13	11.7%
Moderate	2	1.8%
Slight	52	46.8%
Not Significant	35	31.5%
Imperceptible	7	6.3%
	<b>111</b>	<b>100.0%</b>

The magnitude of impact on non-agricultural property ranges from Very Low to High. There are two properties where the magnitude of impact will be 'High'.

The significance of effects, which is determined by combining the baseline rating and magnitude of impact for a given property, ranges from *imperceptible to profound*.

There will be a *profound* significance of effect on one commercial property and one development property. There is a *significant* level of effect on 13 properties consisting of one residential property, two commercial properties, five community properties and five development properties.

## 17.6 Mitigation measures

This section describes the measures that when implemented will mitigate the adverse impact on non-agricultural property. At this stage measures such as compensation for land acquisition and disturbance are not considered. These matters will be agreed, if possible, with landowners or their representative(s) once approval for the proposed development has been granted. If agreement is not possible, such compensation will be decided upon by an arbitrator.

### 17.6.1 Construction mitigation

#### 17.6.1.1 Temporary landtake

Following the completion of relevant construction works, lands temporarily acquired will be reinstated where necessary.

#### **17.6.1.2 Access to property**

Access will be maintained to all affected property as much as possible and if interrupted will be restored without unreasonable delay. Traffic management measures will be put in place during construction where temporary or minor diversions are required.

#### **17.6.1.3 Noise and vibration**

Timing of works and noise and vibration limit values are amongst the main measures to mitigate noise impacts on sensitive receptors. These measures are detailed within Chapter 14 Noise and Vibration in Volume 2 of this EIAR.

Prior to construction and subject to written agreement with the relevant property owners, property condition surveys will be undertaken in relation to all buildings / structures in use located within 50 m of the extents of the landtake boundary. Good communication between the contractor and property owners during the construction phase will prevent undue disturbance due to noise.

#### **17.6.1.4 Dust**

Dust suppression measures to mitigate the production of dust are detailed within Chapter 12 Air Quality in Volume 2 of this EIAR. Good communication between the contractor and property owners during the construction phase will prevent undue disturbance due to dust.

#### **17.6.1.5 Disturbance of field drainage**

In cases where drainage is impeded during construction and causes obvious difficulty to a particular property owner, temporary measures will be considered on a site-specific basis. This may include allowing waters to drain to less critical areas, so as to minimise the impact.

#### **17.6.1.6 Disturbance of services**

Where required, an alternative source of water / electricity will be provided to ensure that disruption is minimised during the construction phase.

### **17.6.2 Operation mitigation**

The following general mitigation measures will be provided:

1. Access will be maintained to all affected property as much as possible and if interrupted will be restored without unreasonable delay.
2. Where part of the curtilage of a property is to be permanently acquired, the acquiring authority will hold discussions with the property owner and generally agree to replace boundaries on a like-for-like basis where possible, subject to safety considerations. Permanent boundary treatment will consist of a boundary that is comprised of one of the following:
  - a. Replacement boundary on a like-for-like basis.
  - b. Concrete post and wire.
  - c. Timber post and wire.
  - d. 2.4m Security Purpose (SP) Palisade fencing.
  - e. Open mesh steel pane for general purposes.
  - f. Acoustic barriers.
3. Any services that are interfered with as a result of the proposed development will be repaired / replaced without unreasonable delay.
4. The new drainage system will be designed to ensure that there will be no increased risk of flooding as a consequence of the proposed development.

## 17.7 Monitoring Measures

Not applicable.

## 17.8 Residual effects

The significance of the residual effects on property has been assessed following the implementation of general mitigation measures as outlined in Sections 17.5.1 and 17.6. A summary of the residual effects on non-agricultural properties is presented in Table 17-8.

**Table 17-8 Summary of Residual Effects**

Significance of Effects	No. of properties	% of total
Profound	2	1.8%
Very Significant	0	0
Significant	3	2.7%
Moderate	2	1.8%
Slight	52	46.8%
Not Significant	45	40.5%
Imperceptible	7	6.3%
<b>Total</b>	<b>111</b>	<b>100.0%</b>

Following mitigation, there are two properties on which the non-agricultural effects will be *profound*. There is a residual *profound* effect on one commercial property and one development property.

There is a residual *significant* level of effect on three properties which consist of one commercial property, one community property and one development property. This represents a reduction of 10 properties with a profound or significant effect following the implementation of recommended mitigation.

## 17.9 Cumulative effects

In the context of non-agricultural property impacts the construction and operational phases are considered separately and there will be no cumulative effect on non-agricultural property. The assessment of the proposed development on individual non-agricultural property is as stated in Section 17.8 Residual effects. Overall, the proposed development will involve a permanent land-take of 10.0 ha, consisting of 9.4 ha non-agricultural lands and 0.6 ha public road, and a right of way area of 2.3 ha.

The cumulative assessment of relevant plans and projects is undertaken separately in Chapter 26 of this EIAR.

## 17.10 References

EPA (2002) Guidelines on the Information to Be Contained in Environmental Impact Statements

EPA (2003) Advice Notes on Current Practice (in the preparation of Environmental Impact Statements)

EPA (2015) Environmental Protection Agency Advice Notes for Preparing Environmental Impact Statements.

EPA (2022) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports. May, 2022.