ADAMSTOWN substation MCA Matrix				
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 2 Assessment**
1. Economy	Capital Expenditure (CAPEX): construction, land acquisition, servicing requirements, temporary works required to implement the option.	This sub-criterion considered comparative cost of construction, land cost (if any) and temporary works cost, servicing requirements of each site option. A high-level cost comparison was undertaken for each option (including potential land acquisitions (permanent and temporary, zoned or un-zoned land). The lowest comparative cost option was preferable to higher cost options.	Comparable to other options / Neutral Construction costs for all options will be comparable	Comparable to other options / Neutral Construction costs for all options will be comparable
			Significant Comparative Disadvantage over Other Options Located on private property, and would require a new access to be constructed	Significant Comparative Advantage over Other Options Located on IE property
			Comparable to other options / Neutral No temp land take anticipated	Comparable to other options / Neutral No temp land take anticipated
	OPEX: maintenance costs, operational costs (IE or other entities), Technology advancement and future proofing / obsolescence to maintain the option	This sub-criterion considered long term maintenance costs. The option with less risk for long term maintenance issues (and hence cost) was preferable to options with greater risk of long-term maintenance issues.	Comparable to other options / Neutral OPEX costs for all options will be comparable	Comparable to other options / Neutral OPEX costs for all options will be comparable
	Summary Evaluation		**Significant Comparative Disadvantage over Other Options**	**Significant Comparative Advantage over Other Options**

ADAMSTOWN substation MCA Matrix				
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 2 Assessment**
2. Integration	Equipment Integration	The option which best integrates with existing equipment and other infrastructure and services was preferable to other options.	Some Comparative Advantage over Other Options The site is located immediately adjacent to the proposed DART tracks	Some Comparative Disadvantage over Other Options The site is located across the tracks and away from the proposed DART tracks, requiring additional works such as UTX crossings etc.
			Comparable to Other Options / Neutral All options are not within the vicinity of the existing ESB 38kV network. The existing ESB 38kV and MV services will require works to bring these services to the proposed location.	Comparable to Other Options / Neutral All options are not within the vicinity of the existing ESB 38kV network. The existing ESB 38kV and MV services will require works to bring these services to the proposed location.
	IE Land use integration	The option which best integrates with existing IÉ-owned property and facilities was preferable to other options.	Some Comparative Disadvantage over Other Options Buildability is considered significantly more complex for this site given its location, access requirements from the road network. The design would necessitate a more complex construction phase mainly due to reduced access routes.	Some Comparative Advantage over Other Options Ease of access, favourable terrain / topography and the generous separation from other non IÉ-owned buildings means this site offers ease of construction.
			Comparable to Other Options / Neutral This site was not identified by IÉ as having development potential when compared to other options.	Comparable to Other Options / Neutral This site was not identified by IÉ as having development potential when compared to other options.
			Comparable to Other Options / Neutral All options can be constructed without impacting on operation of the railway	Comparable to Other Options / Neutral All options can be constructed without impacting on operation of the railway
2. Integration	Road Access Integration	The option which best accesses the road network was preferable to other options.	Significant Comparative Disadvantage compared to Other Options No direct access to the site, an access road will need to be constructed	Significant Comparative Advantage over Other Options Direct access to public road network via an existing IE-owned access point.

ADAMSTOWN substation MCA Matrix				
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 2 Assessment**
	Other Land Use integration	The option with greater consistency and compliance with planning policy was preferable to others.	Comparable to Other Options / Neutral Site 1 to the north of the railway is on lands zoned "To protect and improve rural amenity and to provide for the development of agriculture" and adjacent to the western boundary of the Adamstown SDZ - immediately adjacent to the railway.	Comparable to Other Options / Neutral Site 2 to the south of the railway is on lands zoned "To protect and improve rural amenity and to provide for the development of agriculture" - immediately adjacent to the railway.
			Comparable to Other Options / Neutral All options are considered equal insofar as impacts on opportunities for regeneration / urban renewal are concerned.	Comparable to Other Options / Neutral All options are considered equal insofar as impacts on opportunities for regeneration / urban renewal are concerned.
	Geographical integration	The option which minimise disruption and accessibility during construction was preferable.	Comparable to Other Options / Neutral All options expected to have similar impacts on local external links in terms of road traffic etc.	Comparable to Other Options / Neutral All options expected to have similar impacts on local external links in terms of road traffic etc.
			Comparable to Other Options / Neutral No community severance impact is anticipated for any option.	Comparable to Other Options / Neutral No community severance impact is anticipated for any option.
	Adaptability in the future (robustness in the solution)	The option with greater adaptability for the future was preferable to others.	Comparable to Other Options / Neutral All options considered are expected to be equally adaptable	Comparable to Other Options / Neutral All options considered are expected to be equally adaptable
	Summary Evaluation		**Significant Comparative Disadvantage over Other Options**	**Significant Comparative Advantage over Other Options**

ADAMSTOWN substation MCA Matrix				
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 2 Assessment**
3. Environment - considers impacts, such as emissions to air, noise, and ecological and architectural impacts.	Noise and vibration		Some Comparative Disadvantage over Other Options This site is located in a greenfield site and there are no neighbouring residential properties in close proximity to the site. The construction traffic impact has potentially a greater impact compared to the Option 2 due to the construction of a new access route from the road.	Some Comparative Advantage over Other Options This site is located in a greenfield site within IE lands and there are no neighbouring residential properties in close proximity to Option 2.
	Air quality and Climate		Some Comparative Disadvantage over Other Options The construction phase has potentially greater impact than Option 2 due to a more complex construction phase for the construction of a new access route. This has potential for air emissions from construction traffic compared to Option 2. General operation phase impacts in terms of air quality are largely similar for all options.	Some Comparative Advantage over Other Options The construction phase for Option 2 allows for ease of construction due to existing access routes. This has reduced potential for air emissions from construction traffic compared to Option 1. General operation phase impacts in terms of air quality are largely similar for all options.
	Landscape and Visual		Comparable to Other Options / Neutral Option 1 is situated within SDCC Newcastle Lowlands Landscape Character Area. There are no specific issues. During the operational phase there is potential for changes to the landscape character and/or visual amenity due to the presence of a permanent substation building. It is likely to have landscape and visual impact to any neighbouring residential receptors. Depending on the size and scale of the proposed substation building, landscape and visual impacts will vary.	Comparable to Other Options / Neutral Option 2 is situated within SDCC Urban Landscape Character Area. There are no specific issues. During the operational phase there is potential for changes to the landscape character and/or visual amenity due to the presence of a permanent substation building. It is likely to have landscape and visual impact to the neighbouring residential receptors. Depending on the size and scale of the proposed substation building, landscape and visual impacts will vary.

ADAMSTOWN substation MCA Matrix				
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 2 Assessment**
3. Environment - considers impacts, such as emissions to air, noise, and ecological and architectural impacts.	Biodiversity (flora and fauna)	The Option which minimises potential impact on the environmental factor under consideration was preferable to other options.	Comparable to Other Options / Neutral Areas of rough grasslands, scrub and trees will be directly impacted as with all options. Also potential to effect habitat suitable for bird nesting and / or bat roosting.	Comparable to Other Options / Neutral Areas of rough grasslands, scrub and trees will be directly impacted as with all options. Also potential to effect habitat suitable for bird nesting and / or bat roosting.
	Cultural, archaeological and architectural heritage		Comparable to Other Options / Neutral Based on available mapping and information, there are no architectural heritage features with designations (NIAH, RPS and Industrial Heritage) located within or in the immediate vicinity of the site. There are no known monuments or stray finds adjacent to this section of railway line.	Comparable to Other Options / Neutral Based on available mapping and information, there are no architectural heritage features with designations (NIAH, RPS and Industrial Heritage) located within or in the immediate vicinity of the site. There are no known monuments or stray finds adjacent to this section of railway line.
	Water resources		Comparable to Other Options / Neutral No record of historical or predicted flooding within the site. Option will create additional increase in hardstanding areas, which will alter the existing drainage regime and may increase risk of pluvial flooding to the site itself. Water quality risk during construction phase as runoff pollutants may enter the receiving waterbodies, site runoff management will be required. Likely have a neutral/negligible impact on flood risk during operation.	Comparable to Other Options / Neutral No record of historical or predicted flooding within the site. Option will create additional increase in hardstanding areas, which will alter the existing drainage regime and may increase risk of pluvial flooding to the site itself. Water quality risk during construction phase as runoff pollutants may enter the receiving waterbodies, site runoff management will be required. Likely have a neutral/negligible impact on flood risk during operation.
	Agricultural and non-agricultural		Some Comparative Disadvantage over Other Options Site is located on private land with no current access, a new access route would require construction. Land acquis ion is required. Temp land take is not required. No community severance impact is anticipated.	Some Comparative Advantage over Other Options Site is located on IE land with an access track. Land acquis ion is not required. Temp land take is not required. No community severance impact is anticipated.

ADAMSTOWN substation MCA Matrix				
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 2 Assessment**
3. Environment - considers impacts, such as emissions to air, noise, and ecological and architectural impacts.	Geology and soils (include waste)		Comparable to Other Options / Neutral Greenfield site located on private property. Soil excavation required for construction. According to the GSI, the underlying quaternary sediment is "TLs", that is Till derived from limestones with areas of "Rock", that is Bedrock outcrop or sub crop. Located in area of Extreme groundwater vulnerability.	Comparable to Other Options / Neutral Greenfield site located on IE property. Soil excavation required for construction. According to the GSI, the underlying quaternary sediment is "TLs", that is Till derived from limestones. Located in area of Extreme groundwater vulnerability.
	Summary Evaluation		**Some Comparative Disadvantage over Other Options**	**Some Comparative Advantage over Other Options**
4. Accessibility and Social Inclusion - considers social deprivation, geographic isolation and mobility and sensory deprivation	Neighbours	The option which can provide a higher level of amenity to neighbours is preferable.	Significant Comparative Disadvantage over Other Options This site is located away from residential properties. However is located on privately owned land with high future residential development potential.	Significant Comparative Advantage over Other Options This site is located away from residential and/or other non IÉ-owned facilities / properties.
	Summary Evaluation		**Significant Comparative Disadvantage over Other Options**	**Significant Comparative Advantage over Other Options**
5. Safety - Safety is concerned with the impact of the investment on the number of transport related accidents.	Rail Safety	The option which provides the best rail safety solution was preferable.	Comparable to Other Options / Neutral All options satisfy rail safety aspects / requirements	Comparable to Other Options / Neutral All options satisfy rail safety aspects / requirements
	Reliability, Availability and Maintainability	The option which provides the best performance in terms of Reliability, Availability and Maintainability of the option	Comparable to Other Options / Neutral All options satisfy RAM requirements.	Comparable to Other Options / Neutral All options satisfy RAM requirements.

ADAMSTOWN substation MCA Matrix				
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 2 Assessment**
5. Safety - Safety is concerned with the impact of the investment on the number of transport related accidents.	User / Operator and Public Safety	The option which provides the best safety solution for maintenance staff and passer bys. The focus is on operational phase not construction.	Comparable to Other Options / Neutral All options satisfy requirements.	Comparable to Other Options / Neutral All options satisfy requirements.
			Comparable to Other Options / Neutral All options satisfy requirements.	Comparable to Other Options / Neutral All options satisfy requirements.
	Summary Evaluation		**Comparable to Other Options / Neutral**	**Comparable to Other Options / Neutral**
6. Physical Activity - (where applicable) This relates to the health benefits derived from using different transport modes	Health Benefits	The option that provided better connectivity between trip generators (green areas / key attractions) and that promoted physical activity was preferable.	Comparable to Other Options / Neutral This criterion is not applicable to proposed sub stations	Comparable to Other Options / Neutral This criterion is not applicable to proposed sub stations
	Summary Evaluation		**Comparable to Other Options / Neutral**	**Comparable to Other Options / Neutral**

ADAMSTOWN Substation MCA CAF - Summary Table		
CAF Parameters	**Option 1 Assessment**	**Option 2 Assessment**
1. Economy	Significant Comparative Disadvantage over Other Options	Significant Comparative Advantage over Other Options
2. Integration	Significant Comparative Disadvantage over Other Options	Significant Comparative Advantage over Other Options
3. Environment	Some Comparative Disadvantage over Other Options	Some Comparative Advantage over Other Options
4. Accessibility and Social Inclusion	Significant Comparative Disadvantage over Other Options	Significant Comparative Advantage over Other Options
5. Safety	Comparable to Other Options / Neutral	Comparable to Other Options / Neutral
6. Physical Activity	Comparable to Other Options / Neutral	Comparable to Other Options / Neutral

Conclusion		**Preferred Option**

KISHOGE substation MCA Matrix					
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 2 Assessment**	**Option 3 Assessment**
1. Economy	Capital Expenditure (CAPEX): construction, land acquisition, servicing requirements, temporary works required to implement the option.	This sub-criterion considered comparative cost of construction, land cost (if any) and temporary works cost, servicing requirements of each site option. A high-level cost comparison was undertaken for each option (including potential land acquisitions (permanent and temporary, zoned or un-zoned land). The lowest comparative cost option was preferable to higher cost options.	Comparable to other options / Neutral Construction costs for all options will be comparable	Comparable to other options / Neutral Construction costs for all options will be comparable	Comparable to other options / Neutral Construction costs for all options will be comparable
			Some Comparative Disadvantage over Other Options Located on private property, and would require a	Some Comparative Advantage over Other Options Located on IE property	Some Comparative Disadvantage over Other Options Located on private property, and would require a
			Comparable to other options / Neutral No temp land take anticipated	Comparable to other options / Neutral No temp land take anticipated	Comparable to other options / Neutral No temp land take anticipated
	OPEX: maintenance costs, operational costs (IE or other entities), Technology advancement and future proofing / obsolescence to maintain the option	This sub-criterion considered long term maintenance costs. The option with less risk for long term maintenance issues (and hence cost) was preferable to options with greater risk of long-term maintenance issues.	Comparable to other options / Neutral OPEX costs for all options will be comparable	Comparable to other options / Neutral OPEX costs for all options will be comparable	Comparable to other options / Neutral OPEX costs for all options will be comparable
	Summary Evaluation		**Some Comparative Disadvantage over Other Options**	**Some Comparative Advantage over Other Options**	**Some Comparative Disadvantage over Other Options**
	Equipment Integration	The option which best integrates with existing equipment and other infrastructure and services was preferable to other options.	Some Comparative Disadvantage over Other Options The site is located across the tracks and away from the proposed DART tracks, requiring additional works such as UTX crossings etc.	Some Comparative Disadvantage over Other Options The site is located across the tracks and away from the proposed DART tracks, requiring additional works such as UTX crossings etc.	Some Comparative Advantage over Other Options The site is located immediately adjacent to the proposed DART tracks
			Comparable to Other Options / Neutral All options are within the vicinity of the existing ESB 38kV network. The existing ESB 38kV and MV services are located centrally along the R138 and will require works to bring these services to the proposed location.	Comparable to Other Options / Neutral All options are within the vicinity of the existing ESB 38kV network. The existing ESB 38kV and MV services are located centrally along the R138 and will require works to bring these services to the proposed location.	Comparable to Other Options / Neutral All options are within the vicinity of the existing ESB 38kV network. The existing ESB 38kV and MV services are located centrally along the R138 and will require works to bring these services to the proposed location.

KISHOGE substation MCA Matrix					
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 2 Assessment**	**Option 3 Assessment**
2. Integration	IE Land use integration	The option which best integrates with existing IÉ-owned property and facilities was preferable to other options.	Some Comparative Disadvantage over Other Options Buildability is considered Solely more complex for this site given its location and access requirements from the road network.	Significant Comparative Advantage over Other Options Ease of access, existing access rd. and hardstanding, favourable terrain / topography and the generous separation from other non IÉ-owned buildings means this site offers ease of construction.	Some Comparative Advantage over Other Options Ease of access, favourable terrain / topography and the generous separation from other non IÉ-owned buildings means this site offers ease of construction.
			Some Comparative Disadvantage over Other Options This site was identified by IÉ as having greater development potential when compared to other options.	Some Comparative Advantage over Other Options This site was identified by IÉ as having some potential for development	Some Comparative Disadvantage over Other Options This site was identified by IÉ as having greater development potential when compared to other options.
			Comparable to Other Options / Neutral All options can be constructed without impacting on operation of the railway	Comparable to Other Options / Neutral All options can be constructed without impacting on operation of the railway	Comparable to Other Options / Neutral All options can be constructed without impacting on operation of the railway
	Road Access Integration	The option which best accesses the road network was preferable to other options.	Significant Disadvantage compared to Other Options Access to the road network would be via a newly constructed access road. Occasional access during the Operation phase would be rare/occasional and may not justify the construction.	Significant Comparative Advantage over Other Options Direct access to an arterial route via an existing IE-owned access point.	Some Comparative Advantage to Other Options Access to the road network would be via access road and could be problematic throughout construction phase. Occasional access during the Operation phase would be rare/occasional, but would require Right of Way or other similar legal easement / agreement.

KISHOGE substation MCA Matrix					
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 2 Assessment**	**Option 3 Assessment**
2. Integration	Other Land Use integration	The option with greater consistency and compliance with planning policy was preferable to others.	Comparable to Other Options / Neutral Located within Clonburris SDZ on lands identified as the high-density urban centre in the area around Kishoge Train Station and the Outer Orbital Road bridge over the railway line. A stand-alone utilitarian / service building such as a substation will not be in compliance with the SDZ especially in high profile locations within Kishoge Urban Centre. Innovative design solutions will be required integrated into wider development proposals.	Comparable to Other Options / Neutral Located within Clonburris SDZ on lands identified as the high-density urban centre in the area around Kishoge Train Station and the Outer Orbital Road bridge over the railway line. A stand-alone utilitarian / service building such as a substation will not be in compliance with the SDZ especially in high profile locations within Kishoge Urban Centre. Innovative design solutions will be required integrated into wider development proposals. While the site is currently part of a Park and Ride at Kishoge Railway Station as part of Kildare Route Project Railway Order, the Planning Scheme sets out "in the interest of promoting the vitality and viability of both urban centres an place making both Park and Ride facilities may be incorporated tino mixed use building forms". Site 3 is also identified for a landmark building.	Comparable to Other Options / Neutral Located within Clonburris SDZ on lands identified as the high-density urban centre in the area around Kishoge Train Station and the Outer Orbital Road bridge over the railway line. A stand-alone utilitarian / service building such as a substation will not be in compliance with the SDZ especially in high profile locations within Kishoge Urban Centre. Innovative design solutions will be required integrated into wider development proposals.
			Comparable to Other Options / Neutral All options are considered equal insofar as impacts on regeneration of the area.	Comparable to Other Options / Neutral All options are considered equal insofar as impacts on regeneration of the area.	Comparable to Other Options / Neutral All options are considered equal insofar as impacts on regeneration of the area.
	Geographical integration	The option which minimise disruption and accessibility during construction was preferable.	Comparable to Other Options / Neutral All options expected to have similar impacts on local external links in terms of road traffic etc. Some Comparative Disadvantage over Other Options Community severance impact is anticipated this option	Comparable to Other Options / Neutral All options expected to have similar impacts on local external links in terms of road traffic etc. Some Comparative advantage over Other Options No community severance impact is anticipated for any option.	Comparable to Other Options / Neutral All options expected to have similar impacts on local external links in terms of road traffic etc. Some Comparative Disadvantage over Other Options Community severance impact is anticipated this option
	Adaptability in the future (robustness in the solution)	The option with greater adaptability for the future was preferable to others.	Comparable to Other Options / Neutral All options considered are expected to be equally adaptable	Comparable to Other Options / Neutral All options considered are expected to be equally adaptable	Comparable to Other Options / Neutral All options considered are expected to be equally adaptable
	Summary Evaluation		**Significant Comparative Disadvantage over Other Options**	**Significant Comparative Advantage over Other Options**	**Some Comparative Advantage over Other Options**

KISHOGE substation MCA Matrix					
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 2 Assessment**	**Option 3 Assessment**
3. Environment - considers impacts, such as emissions to air, noise, and ecological and architectural impacts.	Noise and vibration		Some Comparative Disadvantage over Other Options Option 1 is located adjacent to an existing traveller accommodation site at Kishoge Park. Due to the nature of the construction works for the substation, the duration of construction works and proximity to properties, it is likely some noise impacts will occur. The operational phase of the substation is likely to have some noise emissions associated with the operation of the electrical switching and feeding equipment. For the operational phase any noise emissions from the substation building will need to be mitigated to ensure that the noise impact at the nearest sensitive location avoids adverse impacts.	Some Comparative Advantage over Other Options Option 3 is located away from residential properties. The operational phase of the substation is likely to have some noise emissions associated with the operation of the electrical switching and feeding equipment. For the operational phase any noise emissions from the substation building will need to be mitigated to ensure that the noise impact at the nearest sensitive location avoids adverse impacts. Option 3 is not located immediately adjacent to residential development and so the potential for noise and vibration impacts associated with the operation of substation is less than the other options.	Some Comparative Disadvantage over Other Options Option 2 is located away from residential properties but is in the vicinity of the existing traveller accommodation site at Kishoge Park which is to the south of the site. The operational phase of the substation is likely to have some noise emissions associated with the operation of the electrical switching and feeding equipment. For the operational phase any noise emissions from the substation building will need to be mitigated to ensure that the noise impact at the nearest sensitive location avoids adverse impacts. Option 2 is not located immediately adjacent to residential development and so the potential for noise and vibration impacts associated with the operation of substation is less than the Option 1.
	Air quality and Climate		Comparable to Other Options / Neutral General construction and operation phase impacts in terms of air quality are largely similar for all options.	Comparable to Other Options / Neutral General construction and operation phase impacts in terms of air quality are largely similar for all options.	Comparable to Other Options / Neutral General construction and operation phase impacts in terms of air quality are largely similar for all options.
	Landscape and Visual		Comparable to Other Options / Neutral Option 1 is situated within SDCC Newcastle Lowlands Landscape Character Area. There are no specific issues. During the operational phase there is potential for changes to the landscape character and/or visual amenity due to the presence of a permanent substation building. It is likely to have landscape and visual impact to the neighbouring residential receptors. Depending on the size and scale of the proposed substation building, landscape and visual impacts will vary.	Comparable to Other Options / Neutral Option 2 is situated within SDCC Urban Landscape Character Area. There are no specific issues. During the operational phase there is potential for changes to the landscape character and/or visual amenity due to the presence of a permanent substation building. It is likely to have landscape and visual impact to the neighbouring residential receptors. Depending on the size and scale of the proposed substation building, landscape and visual impacts will vary.	Comparable to Other Options / Neutral Option 3 is situated within SDCC Urban Landscape Character Area. There are no specific issues. During the operational phase there is potential for changes to the landscape character and/or visual amenity due to the presence of a permanent substation building. It is likely to have landscape and visual impact to the neighbouring residential receptors. Depending on the size and scale of the proposed substation building, landscape and visual impacts will vary.

KISHOGE substation MCA Matrix					
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 2 Assessment**	**Option 3 Assessment**
3. Environment - considers impacts, such as emissions to air, noise, and ecological and architectural impacts.	Cultural, archaeological and architectural heritage	The Option which minimises potential impact on the environmental factor under consideration was preferable to other options.	Comparable to Other Options / Neutral Based on available mapping and information, there are no architectural heritage features with designations (NIAH, RPS and Industrial Heritage) located within the site. There are no known monuments or stray finds adjacent to this section of railway line.	Comparable to Other Options / Neutral Based on available mapping and information, there are no architectural heritage features with designations (NIAH, RPS and Industrial Heritage) located within the site. Topsoil stripping under archaeological supervision at the site of a proposed car park at Kishogue train station did not cover and archaeological deposits of features (Licence No. 19E0318, Excavations. Ref. 2019:511).	Comparable to Other Options / Neutral Based on available mapping and information, there are no architectural heritage features with designations (NIAH, RPS and Industrial Heritage) located within the site. There are no known monuments or stray finds adjacent to this section of railway line.
	Water resources		Comparable to Other Options / Neutral No record of historical or predicted flooding within the site. Option will create additional increase in hardstanding areas, which will alter the existing drainage regime and may increase risk of pluvial flooding to the site itself. Water quality risk during construction phase as runoff pollutants may enter the receiving waterbodies, site runoff management will be required. Likely have a neutral/negligible impact on flood risk during operation.	Comparable to Other Options / Neutral No record of historical or predicted flooding within the site. Option will create additional increase in hardstanding areas, which will alter the existing drainage regime and may increase risk of pluvial flooding to the site itself. Water quality risk during construction phase as runoff pollutants may enter the receiving waterbodies, site runoff management will be required. Likely have a neutral/negligible impact on flood risk during operation.	Comparable to Other Options / Neutral No record of historical or predicted flooding within the site. Option will create additional increase in hardstanding areas, which will alter the existing drainage regime and may increase risk of pluvial flooding to the site itself. Water quality risk during construction phase as runoff pollutants may enter the receiving waterbodies, site runoff management will be required. Likely have a neutral/negligible impact on flood risk during operation.
	Agricultural and non-agricultural		Some Comparative Disadvantage over Other Options Option 1 is located on private property, and would require a new access to be constructed. No temporary land take is required, however community severance impact is anticipated.	Some Comparative to Other Options / Neutral Option 2 is located in existing car park under IE ownership. Community severance impact is anticipated.	Some Comparative Disadvantage over Other Options Option 3 is located on private property, and would require a new access to be constructed. No temporary land take is required, however community severance impact is anticipated.
	Geology and soils (include waste)		Comparable to Other Options / Neutral Greenfield site located on private property. Soil excavation required for construction. According to the GSI, the underlying quaternary sediment is "TLs", that is Till derived from limestones. Located in area of High groundwater vulnerability.	Comparable to Other Options / Neutral Brownfield site located on private property. Soil excavation required for construction. According to the GSI, the underlying quaternary sediment is "TLs", that is Till derived from limestones. Located in area of High groundwater vulnerability.	Comparable to Other Options / Neutral Site located in existing carpark. Soil excavation required for construction. According to the GSI, the underlying quaternary sediment is "TLs", that is Till derived from limestones. Located in area of High groundwater vulnerability.
	Summary Evaluation		**Some Comparative Disadvantage over Other Options**	**Some Comparative advantage over Other Options**	**Some Comparative Disadvantage over Other Options**

KISHOGE substation MCA Matrix					
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 2 Assessment**	**Option 3 Assessment**
4. Accessibility and Social Inclusion - considers social deprivation, geographic isolation and mobility and sensory deprivation	Neighbours	The option which can provide a higher level of amenity to neighbours is preferable.	Significant Disadvantage over Other Options This site is located immediately adjacent to an existing existential development.	Significant Advantage over Other Options This site is located away from residential and/or other non IÉ-owned facilities / properties.	Some Comparative Advantage over Other Options This site is located away from residential properties. However is located on privately owned land
	Summary Evaluation		**Significant Comparative Disadvantage over Other Options**	**Significant Comparative Advantage over Other Options**	**Some Comparative Advantage over Other Options**
5. Safety - Safety is concerned with the impact of the investment on the number of transport related accidents.	Rail Safety	The option which provides the best rail safety solution was preferable.	Comparable to Other Options / Neutral All options satisfy rail safety aspects / requirements	Comparable to Other Options / Neutral All options satisfy rail safety aspects / requirements	Comparable to Other Options / Neutral All options satisfy rail safety aspects / requirements
			Comparable to Other Options / Neutral All options satisfy rail safety aspects / requirements	Comparable to Other Options / Neutral All options satisfy rail safety aspects / requirements	Comparable to Other Options / Neutral All options satisfy rail safety aspects / requirements
	Reliability, Availability and Maintainability	The option which provides the best performance in terms of Reliability, Availability and Maintainability of the option	Comparable to Other Options / Neutral All options satisfy RAM requirements.	Comparable to Other Options / Neutral All options satisfy RAM requirements.	Comparable to Other Options / Neutral All options satisfy RAM requirements.
	User / Operator and Public Safety	The option which provides the best safety solution for maintenance staff and passer bys. The focus is on operational phase not construction.	Comparable to Other Options / Neutral All options satisfy requirements.	Comparable to Other Options / Neutral All options satisfy requirements.	Comparable to Other Options / Neutral All options satisfy requirements.
			Comparable to Other Options / Neutral All options satisfy requirements.	Comparable to Other Options / Neutral All options satisfy requirements.	Comparable to Other Options / Neutral All options satisfy requirements.
	Summary Evaluation		**Comparable to Other Options / Neutral**	**Comparable to Other Options / Neutral**	**Comparable to Other Options / Neutral**
6. Physical Activity - (where applicable) This relates to the health benefits derived from using different transport modes	Health Benefits	The option that provided better connectivity between trip generators (green areas / key attractions) and that promoted physical activity was preferable.	Comparable to Other Options / Neutral This criterion is not applicable to proposed sub stations	Comparable to Other Options / Neutral This criterion is not applicable to proposed sub stations	Comparable to Other Options / Neutral This criterion is not applicable to proposed sub stations
	Summary Evaluation		**Comparable to Other Options / Neutral**	**Comparable to Other Options / Neutral**	**Comparable to Other Options / Neutral**

KISHOGE substation MCA Matrix					
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 2 Assessment**	**Option 3 Assessment**

KISHOGUE Substation MCA CAF - Summary Table			
CAF Parameters	**Option 1 Assessment**	**Option 2 Assessment**	**Option 3 Assessment**
1. Economy	Some Comparative Disadvantage over Other Options	Some Comparative Advantage over Other Options	Some Comparative Disadvantage over Other Options
2. Integration	Significant Comparative Disadvantage over Other Options	Significant Comparative Advantage over Other Options	Some Comparative Advantage over Other Options
3. Environment	Some Comparative Disadvantage over Other Options	Some Comparative advantage over Other Options	Some Comparative Disadvantage over Other Options
4. Accessibility and Social Inclusion	Significant Comparative Disadvantage over Other Options	Significant Comparative Advantage over Other Options	Some Comparative Advantage over Other Options
5. Safety	Comparable to Other Options / Neutral	Comparable to Other Options / Neutral	Comparable to Other Options / Neutral
6. Physical Activity	Comparable to Other Options / Neutral	Comparable to Other Options / Neutral	Comparable to Other Options / Neutral

Conclusion		**Preferred Option**	

PARKWEST substation MCA Matrix					
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 3 Assessment**	**Option 4 Assessment**
1. Economy	Capital Expenditure (CAPEX): construction, land acquisition, servicing requirements, temporary works required to implement the option.	This sub-criterion considered comparative cost of construction, land cost (if any) and temporary works cost, servicing requirements of each site option. A high-level cost comparison was undertaken for each option (including potential land acquisitions (permanent and temporary, zoned or un-zoned land). The lowest comparative cost option was preferable to higher cost options.	Some Comparative Advantage over Other Options Comparatively simple access route with existing / established access to the public road network.	Some Comparative Disadvantage over Other Options. Access route to public road via adjacent private development will add to construction costs.	Some Comparative Disadvantage over Other Options. Access route to public road via adjacent private development will add to construction costs.
			Comparable to other options / Neutral Located on private property, and would require access via adjacent private industrial development	Comparable to other options / Neutral Located on private property, and would require access via adjacent private industrial development	Comparable to other options / Neutral Located on pricate property, and would require access via adjacent private industrial development
			Comparable to other options / Neutral Temp landtake anticipated	Comparable to other options / Neutral Temp landtake anticipated	Comparable to other options / Neutral No temp landtake anticipated
	OPEX: maintenance costs, operational costs (IE or other entities), Technology advancement and future proofing / obsolescence to maintain the option	This sub-criterion considered long term maintenance costs. The option with less risk for long term maintenance issues (and hence cost) was preferable to options with greater risk of long-term maintenance issues.	Comparable to other options / Neutral OPEX costs for all options will be comparable	Comparable to other options / Neutral OPEX costs for all options will be comparable	Comparable to other options / Neutral OPEX costs for all options will be comparable
	Summary Evaluation		**Some Comparative Advantage over Other Options**	**Some Comparative Disadvantage over Other Options**	**Some Comparative Disadvantage over Other Options**

PARKWEST substation MCA Matrix					
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 3 Assessment**	**Option 4 Assessment**
2. Integration	Equipment Integration	The option which best integrates with existing equipment and other infrastructure and services was preferable to other options.	Some Comparative Advantage over Other Options The site is lcoated immediately adjacent to the proposed DART tracks	Some Comparative Disadvantage over Other Options The site is lcoated across the tracks and away from the propsoed DART tracks, requiring additional works such as UTX crossings etc.	Some Comparative Disadvantage over Other Options The site is lcoated across the tracks and away from the propsoed DART tracks, requiring additional works such as UTX crossings etc.
			Some Comparative Advantage over Other Options Existing ESB 38kV and MV serices are lcoated to the east along Park West Avenue and will require works to bring these services to the propsoed location.	Some Comparative Advantage over Other Options Existing ESB 38kV and MV services are located to the south however these lines are overhead and will require works to bring these services to the proposed location.	Some Comparative Disadvantage over other Options Existing ESB 38kV are not located in the vacinity of the proposed site
	IE Land use integration	The option which best integrates with existing IÉ-owned property and facilities was preferable to other options.	Some Comparative Advantage over Other Options Ease of access, favourable terrain / topography and the generous separation from other non IÉ-owned buildings means this site offers ease of construction.	Some Comparative Disadvantage over Other Options Buildability is considered significantly more complex for this site given its location, access requriements from the road network and potetial for impact to existing operability of adjacent established businesses	Some Comparative Disadvantage over Other Options Buildability is considered significantly more complex for this site given its location, access requriements from the road network and potetial for impact to existing operability of adjacent established businesses
			Comparable to Other Options / Neutral This site was not identified by IÉ as having greater development potential when compared to other options.	Comparable to Other Options / Neutral This site was not identified by IÉ as having greater development potential when compared to other options.	Comparable to Other Options / Neutral This site was not identified by IÉ as having greater development potential when compared to other options.
			Comparable to Other Options / Neutral All options can be constructed without impacting on operation of the railway	Comparable to Other Options / Neutral All options can be constructed without impacting on operation of the railway	Comparable to Other Options / Neutral All options can be constructed without impacting on operation of the railway
	Road Access Integration	The option which best accesses the road network was preferable to other options.	Some Comparative Advantage over Other Options Direct access to an arterial route via an existing DCC-owned access point.	Some Comprative Disadvantage compared to Other Options Acccess to the road network would be via private industrial estate roads and could be problematic throughout construction phase. Occasional access during the Operation phase would be rare/occasional, but would require Right of Way or other similar legal easement / agreement.	Some Comparative Disadvantage compared to Other Options Acccess to the road network would be via private industrial estate roads and could be problematic throughout construction phase. Occasional access during the Operation phase would be rare/occasional, but would require Right of Way or other similar legal easement / agreement.

PARKWEST substation MCA Matrix					
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 3 Assessment**	**Option 4 Assessment**
2. Integration	Other Land Use integration	The option with greater consistency and compliance with planning policy was preferable to others.	Some Comparative Distadvantage compared to Other Options Site 1 is located with DCC's administerative area and is zoned Z14: Strategic Devlopment and Regeneration Area. It is also within Key Development Site 4 of the Park West Cherry Orchard LAP area on lands identified for employment / office / enterprise / non-residential. The area is recommened as a green buffer zone along the M50. Existing trees are to be retained in this area.	Some Comprative Advantage compared to Other Options Site 3 is located within SDCC's administerative area and is zoned EE "to provide for enterprise and employment related uses".	Some Comparative Advantage compared to Other Options Site 3 is located within SDCC's administerative area and is zoned EE "to provide for enterprise and employment related uses".
			Some Comparative distadvantage compared to Other Options There is potential to regenerate a disused brown field site and provide an improved urban enviorment. The utilitarian nature of the substation may mitigate against this - although this could be addressed through design.	Some Comparative advantage compared to Other Options There is little potential for regeneration with the site located within an industrial estate	Some Comparative advantage compared to Other Options There is little potential for regeneration with the site located within an industrial estate
	Geographical integration	The option which minimise disruption and accessibility during construction was preferable.	Some Comparative advantage over Other Options Low potential impact on local external links in terms of road traffic etc.	Some Comparative Disadvantage compared to Other Options Potential disruption to buisness owners/ deliveries oin and out of buisnesses	Some Comparative Disadvantage compared to Other Options All options expected to have similar impacts on local external links in terms of road traffic etc.
			Some Comparative advantage over Other Options No community severance impact is anticipated for any option.	Some Comparative Disadvantage compared to Other Options Potential community severance impact is anticipated this option	Some Comparative Disadvantage compared to Other Options Potential community severance impact is anticipated this option
	Adaptability in the future (robustness in the solution)	The option with greater adaptability for the future was preferable to others.	Comparable to Other Options / Neutral All options considered are expected to be equally adaptable	Comparable to Other Options / Neutral All options considered are expected to be equally adaptable	Comparable to Other Options / Neutral All options considered are expected to be equally adaptable
	Summary Evaluation		**Some Comparative Advantage over Other Options**	**Some Comparative Disadvantage over Other Options**	**Some Comparative Disadvantage over Other Options**

PARKWEST substation MCA Matrix					
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 3 Assessment**	**Option 4 Assessment**
3. Environment - considers impacts, such as emissions to air, noise, and ecological and architectural impacts.	Noise and vibration		Some Comparative Advantage over Other Options This site is located away from residential properties. The operational phase of the substation is likely to have some noise emissions associated with the operation of the electrical switching and feeding equipment. For the operational phase any noise emissions from the substation building will need to be mitigated to ensure that the noise impact at the nearest sensitive location avoids adverse impacts. Option 1 has a Some compararative advantage over the other options due to distance from residential and industrial receptors.	Some Comparable Disadvantage compared to Other Options This site is located away from residential properties, however is located within an industrial estate. The operational phase of the substation is likely to have some noise emissions associated with the operation of the electrical switching and feeding equipment. For the operational phase any noise emissions from the substation building will need to be mitigated to ensure that the noise impact at the nearest sensitive location avoids adverse impacts.	Some Comparative Disadvantage compared to Other Options This site is located away from residential properties, however is located within an industrial estate. The operational phase of the substation is likely to have some noise emissions associated with the operation of the electrical switching and feeding equipment. For the operational phase any noise emissions from the substation building will need to be mitigated to ensure that the noise impact at the nearest sensitive location avoids adverse impacts.
	Air quality and Climate		Comparable to Other Options / Neutral General construction and operation phase impacts in terms of air quality are largely similar for all options.	Comparable to Other Options / Neutral General construction and operation phase impacts in terms of air quality are largely similar for all options.	Comparable to Other Options / Neutral General construction and operation phase impacts in terms of air quality are largely similar for all options.
	Landscape and Visual		Comparable to Other Options / Neutral Option 1 is not situated within a designated landscape character area. During the operational phase there is potential for changes to the landscape character and/or visual amenity due to the presence of a permanent substation building. It is likely to have landscape and visual impact to the neighbouring residential receptors. Depending on the size and scale of the proposed substation building, landscape and visual impacts will vary.	Comparable to Other Options / Neutral Option 3 is situated within SDCC Urban Landscape Character Area. There are no specific issues. During the operational phase there is potential for changes to the landscape character and/or visual amenity due to the presence of a permanent substation building. It is likely to have landscape and visual impact to the neighbouring residential receptors. Depending on the size and scale of the proposed substation building, landscape and visual impacts will vary.	Comparable to Other Options / Neutral Option 4 is situated within SDCC Urban Landscape Character Area. There are no specific issues. During the operational phase there is potential for changes to the landscape character and/or visual amenity due to the presence of a permanent substation building. It is likely to have landscape and visual impact to the neighbouring residential receptors. Depending on the size and scale of the proposed substation building, landscape and visual impacts will vary.
	Biodiversity (flora and fauna)		Some Comparative Disadvantage over Other Options Areas of rough grasslands, scrub and trees will be directly impacted in Option 1. Also potential to effect habitat suitable for bird nesting and / or bat roosting.	Some Comparative Advantage over Other Options Option 3 is located within an industrial estate. There are no specific biodiversity issues.	Some Comparative Advantage over Other Options Option 4 is located within an industrial estate. There are no specific biodiversity issues.

PARKWEST substation MCA Matrix					
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 3 Assessment**	**Option 4 Assessment**
3. Environment - considers impacts, such as emissions to air, noise, and ecological and architectural impacts.	Cultural, archaeological and architectural heritage	The Option which minimises potential impact on the environmental factor under consideration was preferable to other options.	Comparable to Other Options / Neutral Based on available mapping and information, there are no architectural heritage features with designations (NIAH, RPS and Industrial Heritage) located within the site. To the south of Option 1, an Early Christian cemetery site was revealed during the construction of the Park West Business Park (DU017-083) in Gallanstown, this was previously unknown, and demonstrates the general archaeological potential of greenfield sites.	Comparable to Other Options / Neutral Based on available mapping and information, there are no architectural heritage features with designations (NIAH, RPS and Industrial Heritage) located within the site.	Comparable to Other Options / Neutral Based on available mapping and information, there are no architectural heritage features with designations (NIAH, RPS and Industrial Heritage) located within the site.
	Water resources		Comparable to Other Options / Neutral No record of historical or predicted flooding within the site. Option will create additional increase in hardstanding areas, which will alter the existing drainage regime and may increase risk of pluvial flooding to the site itself. Water quality risk during construction phase as runoff pollutants may enter the receiving waterbodies, site runoff management will be required. Likely have a neutral/negligible impact on flood risk during operation.	Comparable to Other Options / Neutral No record of historical or predicted flooding within the site. Option will create additional increase in hardstanding areas, which will alter the existing drainage regime and may increase risk of pluvial flooding to the site itself. Water quality risk during construction phase as runoff pollutants may enter the receiving waterbodies, site runoff management will be required. Likely have a neutral/negligible impact on flood risk during operation.	Comparable to Other Options / Neutral No record of historical or predicted flooding within the site. Option will create additional increase in hardstanding areas, which will alter the existing drainage regime and may increase risk of pluvial flooding to the site itself. Water quality risk during construction phase as runoff pollutants may enter the receiving waterbodies, site runoff management will be required. Likely have a neutral/negligible impact on flood risk during operation.
	Agricultural and non-agricultural		Some Comparative Advantage over Other Options Option 1 is located on a DCC owned brownfield site that is disused. Land acquisition is required. Temp land take is anticipated, however no community severance impact is anticipated with this option.	Some Comparative Disadvantage over Other Options Option 3 is located on private property, and would require access via adjacent private industrial development. Temp land take is anticipated and community severance impact is anticipated.	Some Comparative Disadvantage over Other Options Option 4 is located on private property, and would require access via adjacent private industrial development. No temp land take anticipated, however community severance impact is anticipated with this option.

PARKWEST substation MCA Matrix					
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 3 Assessment**	**Option 4 Assessment**
3. Environment - considers impacts, such as emissions to air, noise, and ecological and architectural impacts.	Geology and soils (include waste)		Some Comparative disadvantage over Other Options Brownfield site located on DCC property. Soil excavation required for construction. According to the GSI, the underlying quaternary sediment is "TLs", that is Till derived from limestones. Located in area of High groundwater vulnerability. Potential to encounter contaminated soils due to the brownfield nature of the location.	Some Comparative advantage over Other Options Option 3 is located on private property within an industrial development. Soil excavation required for construction. According to the GSI, the underlying quaternary sediment is "TLs", that is Till derived from limestones. Located in area of High groundwater vulnerability.	Some Comparative advantage over Other Options Option 4 is located on private property within an industrial development. Soil excavation required for construction. According to the GSI, the underlying quaternary sediment is "TLs", that is Till derived from limestones. Located in area of High groundwater vulnerability.
	Summary Evaluation		**Comparable to Other Options / Neutral**	**Comparable to Other Options / Neutral**	**Comparable to Other Options / Neutral**
4. Accessibility and Social Inclusion - considers social deprivation, geographic isolation and mobility and sensory deprivation	Neighbours	The option which can provide a higher level of amenity to neighbours is preferable.	Some Comparative Advantage over Other Options This site is located away from residential properties. However is located on DCC owned land	Some Comparative Disadvantage over Other Options This site is located away from residential properties, however is located within an industrial estate	Some Comparative Disadvantage over Other Options This site is located away from residential properties, however is located within an industrial estate
	Summary Evaluation		**Some Comparative Advantage over Other Options**	**Some Comparative Disadvantage over Other Options**	**Some Comparative Disadvantage over Other Options**
5. Safety - Safety is concerned with the impact of the investment on the number of transport related accidents.	Rail Safety	The option which provides the best rail safety solution was preferable.	Comparable to Other Options / Neutral All options satisfy rail safety aspects / requirements	Comparable to Other Options / Neutral All options satisfy rail safety aspects / requirements	Comparable to Other Options / Neutral All options satisfy rail safety aspects / requirements
	Reliability, Availability and Maintainability	The option which provides the best performance in terms of Reliability, Availability and Maintainability of the option	Comparable to Other Options / Neutral All options satisfy RAM requirements.	Comparable to Other Options / Neutral All options satisfy RAM requirements.	Comparable to Other Options / Neutral All options satisfy RAM requirements.
	User / Operator and Public Safety	The option which provides the best safety solution for maintenance staff and passer bys. The focus is on operational phase not construction.	Comparable to Other Options / Neutral	Comparable to Other Options / Neutral	Comparable to Other Options / Neutral
			Some Comparative Advantage over Other Options Low risk of public/ passer-by safety issues.	Some Comparative Disadvantage over Other Options Located within an industrial estate, increasing the risk of public/passer-by conflicts	Some Comparative Disadvantage over Other Options Located within an industrial estate, increasing the risk of public/passer-by conflicts
	Summary Evaluation		**Some Comparative Advantage over Other Options**	**Some Comparative Disadvantage over Other Options**	**Some Comparative Disadvantage over Other Options**

PARKWEST substation MCA Matrix					
CAF Parameters	**Sub-Criteria**	**Basis for Comparative Analysis**	**Option 1 Assessment**	**Option 3 Assessment**	**Option 4 Assessment**
6. Physical Activity - (where applicable) This relates to the health benefits derived from using different transport modes	Health Benefits	The option that provided better connectivity between trip generators (green areas / key attractions) and that promoted physical activity was preferable.	Comparable to Other Options / Neutral This criterion is not applicable to proposed sub stations	Comparable to Other Options / Neutral This criterion is not applicable to proposed sub stations	Comparable to Other Options / Neutral This criterion is not applicable to proposed sub stations
	Summary Evaluation		**Comparable to Other Options / Neutral**	**Comparable to Other Options / Neutral**	**Comparable to Other Options / Neutral**

PARKWEST Substation MCA CAF - Summary Table			
CAF Parameters	**Option 1 Assessment**	**Option 3 Assessment**	**Option 4 Assessment**
1. Economy	Some Comparative Advantage over Other Options	Some Comparative Disadvantage over Other Options	Some Comparative Disadvantage over Other Options
2. Integration	Some Comparative Advantage over Other Options	Some Comparative Disadvantage over Other Options	Some Comparative Disadvantage over Other Options
3. Environment	Comparable to Other Options / Neutral	Comparable to Other Options / Neutral	Comparable to Other Options / Neutral
4. Accessibility and Social Inclusion	Some Comparative Advantage over Other Options	Some Comparative Disadvantage over Other Options	Some Comparative Disadvantage over Other Options
5. Safety	Some Comparative Advantage over Other Options	Some Comparative Disadvantage over Other Options	Some Comparative Disadvantage over Other Options
6. Physical Activity	Comparable to Other Options / Neutral	Comparable to Other Options / Neutral	Comparable to Other Options / Neutral

Conclusion	**Preferred Option**		