

MCA CONSTRUCTION COMPOUNDS

Navan Road Parkway

Navan Road Parkway Construction and Permanent Compound Multi Criteria Assessment						
Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1	Option 2		
1	Economy	1,1	<p>Construction and Land Cost</p> <p>Assessment of establishment, construction and land cost.</p>	<p>Comparable to other options</p> <p>Site establishment is more expensive, due to the irregularity of the ground, which will need improvement. Some earthworks are likely to be needed.</p> <p>The land ownership at the location is private. The land take is equivalent to Option 2's, as they have equivalent areas too.</p> <p>As for the SET construction cost, the costs corresponding to the use of machines are smaller, because the maximum distance they must cover is 5,920 metres (from the track access point: 64+380 to 70+300). The maximum travel time is around 24 minutes.</p> <p>The construction cost of the compound is equivalent to Option 2's, for both the construction compound and the maintenance compound, since Options 1 and 2 will be provided with the same temporary/permanent facilities.</p>	<p>Comparable to other options</p> <p>The ground at the site is rather flat, which makes the establishment less costly. Significant earthworks are not foreseen.</p> <p>The land at the location is owned by private landowners. The land take is equivalent to Option 1's, since they also have equivalent areas.</p> <p>Regarding the SET construction cost, the costs related to the use of machines are bigger, as the maximum distance they must cover is 6,720 metres (from the track access point: 63+580 to 70+300). The travel time is around 27 minutes.</p> <p>The construction cost of the compound is equivalent to Option 1's, for both the construction compound and the maintenance compound, since Options 2 and 1 will be provided with the same temporary/permanent facilities.</p>	
		1,2	<p>Long Term Maintenance Costs</p> <p>Maintenance and reinvestments.</p>	<p>Comparable to other options</p> <p>The long-term maintenance does not involve a difference between the two options, as the permanent compounds will be provided with the same permanent maintenance facilities. Not a differentiator.</p>	<p>Comparable to other options</p> <p>The long-term maintenance does not involve a difference between the two options, as the permanent compounds will be provided with the same permanent maintenance facilities. Not a differentiator.</p>	
2	Integration	2,1	<p>Transport Integration</p> <p>Impact on scope for and ease of interchange between modes. Impact on the operation of other transport services both during construction and in operation. New interchange nodes and facilities; Reduced walking and wait times associated with interchanges. Modal shift figures during construction and operations. Changes to journey times to transport nodes.</p>	<p>Comparable to other options</p> <p>Number of bus stops on either side of the Navan Road, under c. 5 min walk. C. 10 min walk to Ashtown station to the east. While Castleknock station is c. 25 min walk. Compound is located beside the Navan Road Parkway station. Existing car park to provided park and ride facilities as well as a bus stop in the carpark. Direct access provided from the Navan Road.</p>	<p>Comparable to other options</p> <p>Option 2 is located east of Option 1. It is situated to the west of Ashtown train station. Access to the compound is provided by the Navan Road and Ashtown Road. Compound is located under a 5 min walk to Ashtown Station. C. 10 min walk to Navan Road Parkway to the west. C. 5 min walk to Navan Road where a number of bus stops are accessible. Bus stops to the north on River Road and Rathborne Avenue.</p>	

Navan Road Parkway Construction and Permanent Compound Multi Criteria Assessment						
Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1	Option 2		
	2,2	Land Use Integration	Impact on land-use strategies and regional and local plans. Assessment of support for land use factors local land use and planning. Inclusion of project in relevant local and regional planning documents.	Some comparative disadvantage over other options	Some comparative advantage over other options	
				<p>This Option is located on undeveloped lands subject to the Fingal DP 2017 - 2023 Land Use Zoning Objective "HT - High Technology" as part of the Navan Road Parkway Local Area Plan (LAP). This option is a permanent compound and goes against High Technology Objective ED95 "Encourage the development of corporate offices and knowledge- based enterprise in the County on High Technology zoned lands [.]".</p> <p>Planning permission was granted to Flynn & O'Flaherty Construction (FW18A/0080) by Fingal County Council in 2019 on lands adjacent to the site of Option 1. The granted development consists of provision of access road on lands immediately left of Option 1 into proposed apartment blocks south of the N3 Dublin-Navan road.</p>	<p>This Option is located on undeveloped lands subject to the Fingal DP 2017 - 2023 Land Use Zoning Objective "HT - High Technology" as part of the Navan Road Parkway Local Area Plan (LAP). This option is a permanent compound and goes against High Technology Objective ED95 "Encourage the development of corporate offices and knowledge- based enterprise in the County on High Technology zoned lands [.]".</p> <p>No planning applications have been granted at this site.</p>	
	2,3	Geographical Integration	Integration of the compounds in nodes of the railway network or in other singular elements of the line.	Some comparative advantage over other options	Some comparative disadvantage over other options	
				<p>The Option 1 location is adjacent to Navan Road Parkway station, which creates a more integrated configuration.</p>	<p>The location of Option 2 is approximately 600 m from the station along the railway, beside an industrial area. So, this site offers less integration.</p>	
	2,4	Other Government Policy	Integration with Government Policy, Smarter Travel, Investment Programmes, rail safety, electrification, etc.	Comparable to other options	Comparable to other options	
<p>DART+ West is supported by higher level policies such as Project Ireland 2040, RPGs, Transport Strategy for GDA. Not a differentiator.</p>				<p>DART+ West is supported by higher level policies such as Project Ireland 2040, RPGs, Transport Strategy for GDA. Not a differentiator.</p>		
3	Environment	3,1	Noise and Vibration	Overall potential significant impacts due to construction noise & vibration on nearby sensitive locations.	Some comparative advantage over other options	Some comparative disadvantage over other options
					<p>Located further from residential property and will therefore have a lower potential for adverse impact. No noise sensitive properties within 100m.</p>	<p>Located in closer proximity to residential property and will therefore have a greater potential for adverse impact. 6 apartment blocks within 100m.</p>
	3,2	Air Quality and Climate	Local air quality effects. Number of receptors within 50m.	Comparable to other options	Comparable to other options	
<p>No residential properties and 1 air quality sensitive ecological receptor within 50m. Potential for impact is not significant with mitigation measures put in place.</p>				<p>No residential properties and 1 air quality sensitive ecological receptor within 50m. Potential for impact is not significant with mitigation measures put in place.</p>		

Navan Road Parkway Construction and Permanent Compound Multi Criteria Assessment					
Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1	Option 2	
	3,3	Landscape and Visual (including light)	Key landscape characteristics affected; Effects on listed / key views / views from properties; Impact on landscape character.	<p>Some comparative advantage over other options</p> <p>Compound located within part of remnant / abandoned field northwest of Navan Road Parkway.</p>	<p>Some comparative disadvantage over other options</p> <p>Compound located northwest of business park lands - with some views over site.</p>
	3,4	Biodiversity (flora and fauna)	Potential compliance/conflict with biodiversity objectives; Indirect impacts on protected species, designated sites; Overall effect on nature conservation resource.	<p>Some comparative advantage over other options</p> <p>This compound is located within a partially developed site with built ground, scrub and immature trees directly west of existing station. Loss of trees and scrub habitat will be required. The site is located approx. 20m from Royal Canal pNHA. Potential for water quality, noise and lighting impacts.</p>	<p>Some comparative disadvantage over other options</p> <p>This compound is located within a field with scrub and immature trees directly west of Ashtown business park. Loss of trees and scrub habitat will be required. Treeline/Hedgerow may also be impacted to accommodate access. The site is located approx. 20m from Royal Canal pNHA. Potential for water quality, noise and lighting impacts.</p>
	3,5	Cultural, Archaeological and Architectural Heritage	Overall effect on cultural, archaeological and architecture heritage resource. Likely effects on RPS, National Monuments, SMRs, Conservation areas, etc. Number of designated sites/structures (by level of designation) directly impacted by scheme (land take).	<p>Comparable to other options</p> <p>This option is adjacent to the Royal Canal (RPS) and is likely to have an indirect impact on its setting. Potential to encounter unknown archaeological deposits on greenfield sites.</p>	<p>Comparable to other options</p> <p>This option is adjacent to the Royal Canal (RPS) and is likely to have an indirect impact on its setting. Potential to encounter unknown archaeological deposits on greenfield sites.</p>
	3,6	Water Resources	Overall potential significant effects on water resource attribute likely to be affected during construction and operation.	<p>Comparable to other options</p> <p>According the CFRAM flood mapping, the flood risk potential of the site of Option 1 is currently under review, however it is important to note that this Option is located in close proximity to the Royal Canal and the site has potential to flood. The closest flood event occurred c. 200m from the option location (CFRAM Flood Maps). This option is located on the banks of the Royal Canal and has potential for causing water quality impacts on this waterbody.</p>	<p>Comparable to other options</p> <p>According the CFRAM flood mapping, the flood risk potential of the site of Option 2 is currently under review, however it is important to note that this Option is located in close proximity to the Royal Canal and the site has potential to flood. This option does not lie within an area of probable flooding and the closest flood event occurred c. 230m from the option location (CFRAM Flood Maps). This option is located on the banks of the Royal Canal and has potential for causing water quality impacts on this waterbody.</p>

Navan Road Parkway Construction and Permanent Compound Multi Criteria Assessment						
Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1	Option 2		
	3,7	Agriculture and Non-Agricultural	Overall impact on land take & property. Number of properties to be impacted/acquired. Likely temporary or permanent severance effects, etc.	Some comparative disadvantage over other options	Some comparative advantage over other options	
			This option located on non-agricultural development lands north west of Navan Road Parkway with planning permission for development.	This option located on non-agricultural lands north west of Ashtown Business Centre.		
	3,8	Geology and Soils (including Waste)	Soils and Geology and likely impact on geological resources based on preliminary/likely construction details. Likely soil resources to be developed/removed. Existing information relating to potential to encounter contaminated land. High-level assessment based on the likely structures/works required and the potential for ground contamination due to historic landfills, pits and quarries.	Comparable to other options	Comparable to other options	
			This option partially lies on undeveloped land and made ground and has the potential to result in some loss of soil resources and soil sealing. There are no geological heritage sites in the area. Contaminated land is unknown.	This option lies on undeveloped land and has the potential to result in some loss of soil resources and soil sealing. There are no geological heritage sites in the area. Contaminated land is unknown.		
	3,9	Radiation and Stray Current	Overall likely impact on nearby receptors.	Comparable to other options	Comparable to other options	
			There are no EMI or EMR impacts expected to arise from this option.	There are no EMI or EMR impacts expected to arise from this option.		
4	Accessibility & Social inclusion	4,1	Impact on Vulnerable Groups	Impacts on low-income groups, non-car owners, people with a disability. Quantification of increased service levels to these groups; Quantification of infrastructure and rolling stock improvements aimed at these groups; distribution of consumers surplus.	Comparable to other options	Comparable to other options
				The compound has no impact on vulnerable groups. Not a differentiator.	The compound has no impact on vulnerable groups. Not a differentiator.	
	4,2	Pedestrians Accessibility to Stations	Impact on the accessibility of pedestrians to station buildings.	Comparable to other options	Comparable to other options	
			The compound is situated on the Navan Road providing vehicular accessibility as well as access to Navan Road Parkway Station and to a number of bus stops on the Navan Road.	Access to Ashtown Station as well as bus stops on the Navan Road. Accessibility for car users on the Navan Road also.		

Navan Road Parkway Construction and Permanent Compound Multi Criteria Assessment						
Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1	Option 2		
	4,3	Impact on Social Inclusion	Quantification of service levels impacts including severance to all groups.	Comparable to other options	Comparable to other options	
				The installation of the compound and its operation are not related to this criterion as defined by the Common Appraisal Framework. Not a differentiator.	The installation of the compound and its operation are not related to this criterion as defined by the Common Appraisal Framework. Not a differentiator.	
	4,4	Accessibility by road	Existence or not of a suitable main road providing access to the compound location.	Comparable to other options	Comparable to other options	
				The compound is accessible from R147. Not a differentiator.	The compound is accessible from R147. Not a differentiator.	
5	Safety	5,1	Rail Safety	Safety for rail users.	Some comparative disadvantage over other options	Some comparative advantage over other options
					The cars accessing/leaving the parking and their occupants entering/exiting the building station are in conflict with the construction traffic, which passes in front of it in its way to/from compound.	The operation of the compound does not interfere in rail users safety.
		5,2	Vehicular Traffic Safety	Quality of access for these road users, lengths of diversions, removal of interface with rail and other modes of transport.	Significant comparative advantage over other options	Significant comparative disadvantage over other options
The access to the compound is provided from a node on the R147, which makes it possible from both directions. Consequently, the access route is shorter. The access is provided at a different level in relation to R147.	The access to the compound from the east side of R147 involves continuing until the following node and turning around. That is, the access route is longer. The access is located at the R147 level and is shared with the vehicles of the adjacent industrial area. These factors mean bigger probability of potential accidents.					
5,3	Pedestrian, Cyclist and Vulnerable Road User Safety	Quality of access for these road users, removal of interfaces.	Some comparative advantage over other options	Some comparative disadvantage over other options		
			Due to the location of the station, beside a main road, it is not probable that pedestrians or cyclists gain access directly to it. It is more likely that the user arrives at the station by car/bus. So, the pedestrians/cyclist safety is not threatened.	R147 is provided with a narrow sidewalk, which could be potentially used by pedestrians and/or cyclists. If they pass through the sidewalk indeed, they would be in conflict with the construction traffic at the access point to the site.		
6	Physical Activity	6,1	Connectivity to adjoining cycling/pedestrian facilities	Analysis of the compatibility with cycle/pedestrian tracks.	Comparable to other options	Comparable to other options
					Option 1 does not present advantage nor drawback regarding the connectivity to adjoining cycling/pedestrian facilities. Not a differentiator.	Option 2 does not present advantage nor drawback regarding the connectivity to adjoining cycling/pedestrian facilities. Not a differentiator.

MCA SUMMARY. NAVAN ROAD PARKWAY CONSTRUCTION AND PERMANENT COMPOUND			
	Parameter	Option 1	Option 2
1	Economy	Comparable to other options	Comparable to other options
2	Integration	Comparable to other options	Comparable to other options
3	Environment	Some comparative advantage over other options	Some comparative disadvantage over other options
4	Accessibility & Social inclusion	Comparable to other options	Comparable to other options
5	Safety	Significant comparative advantage over other options	Significant comparative disadvantage over other options
6	Physical Activity	Comparable to other options	Comparable to other options
Preferred Option		Yes	No

Clonsilla

The following table shows the assessments for each sub-criterion:

Clonsilla PW Construction Compound Multi Criteria Assessment						
	Parameter		Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1	Option 2
1	Economy	1.1	Construction and Land Cost	Assessment of establishment, construction and land cost.	Some comparative advantage over other options	Some comparative disadvantage over other options
					The land ownership at the location is private. The cost of temporary land take is equivalent to Option 2's, as they have both equivalent areas too.	The land at the location is owned by private landowners. The temporary land take cost is equivalent to Option 1's, since they also have equivalent areas.
		1.2	Long Term Maintenance Costs	Maintenance and reinvestments.	Comparable to other options	Comparable to other options
					The compound is a temporary facility that will be finally dismantled. Long-term maintenance is not needed. Not a differentiator.	The compound is a temporary facility that will be finally dismantled. Long-term maintenance is not needed. Not a differentiator.
2	Integration	2.1	Transport Integration	Impact on scope for and ease of interchange between modes. Impact on the operation of other transport services both during construction and in operation. New interchange nodes and facilities; Reduced walking and wait times associated with interchanges. Modal shift figures during construction and operations. Changes to journey times to transport nodes.	Comparable to other options	Comparable to other options
					Located to the south-east of Clonsilla Train Station. Parallel to the train line. Bus stop to the north located on Larch Grove. Park and ride facilities to the north-west of the station on Larch Grove. Royal canal located to the north, on opposite side of railway line. Construction compound should not impact on operation of local transport services/facilities.	Located to the south-west of Clonsilla Train Station. Parallel to the train line. Bus stop to the north located on Larch Grove. Park and ride facilities to the north-west of the station on Larch Grove. Royal canal located to the north, on opposite side of railway line. Construction compound should not impact on operation of local transport services/facilities.
		2.2	Land Use Integration	Impact on land-use strategies and regional and local plans. Assessment of support for land use factors local land use and planning. Inclusion of project in relevant local and regional planning documents.	Some comparative advantage over other options	Some comparative disadvantage over other options
					This Option is located within undeveloped lands that are subject to the Fingal DP 2017 - 2023 Land Use Zoning Objective RA - Residential Area "Provide for new residential communities subject to the provision of the necessary social and physical infrastructure" as part of the Kellystown Local Area Plan (LAP). An Issues paper for the Kellystown LAP was published in 2019 which includes provisions for primarily residential development. This option is likely to temporarily restrict the development of lands as part of the Kellystown LAP. No planning applications have been granted at this site.	This Option is located within undeveloped lands that are subject to the Fingal DP 2017 - 2023 Land Use Zoning Objective HA - High Amenity "Protect and enhance high amenity areas". This option goes against 'High Amenity' Objective NH51 "Protect High Amenity areas from inappropriate development and reinforce their character, distinctiveness and sense of place". No planning applications have been granted at this site.

Clonsilla PW Construction Compound Multi Criteria Assessment						
Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1	Option 2		
	2.3	Geographical Integration	Integration of the compounds in nodes of the railway network or in other singular elements of the line.	Comparable to other options Option 1 is located near the station of Clonsilla. This characteristic is shared with Option 2's location. Not a differentiator.	Comparable to other options Option 2 is located near the station of Clonsilla. This characteristic is shared with Option 1's location. Not a differentiator.	
	2.4	Other Government Policy	Integration with Government Policy, Smarter Travel, Investment Programmes, rail safety, electrification, etc.	Comparable to other options DART+ West is supported by higher level policies such as Project Ireland 2040, RPGs, Transport Strategy for GDA. Not a differentiator.	Comparable to other options DART+ West is supported by higher level policies such as Project Ireland 2040, RPGs, Transport Strategy for GDA. Not a differentiator.	
3	3.1	Noise and Vibration	Overall potential significant impacts due to construction noise & vibration on nearby sensitive locations.	Some comparative disadvantage over other options	Some comparative advantage over other options	
				Located in closer proximity to residential property and will therefore have a greater potential for adverse impact. 21 noise sensitive properties within 100m.	Located further from residential property and will therefore have a lower potential for adverse impact. No noise sensitive properties within 100m.	
	3.2	Air Quality and Climate	Local air quality effects. Number of receptors within 50m.	Some comparative disadvantage over other options	Some comparative advantage over other options	
				Located within 50m of 2 residential property and 1 air quality sensitive ecological receptor. Potential for impact is not significant when mitigation measures are put in place.	Located within 50m of 0 residential property and 1 air quality sensitive ecological receptor. Potential for impact is not significant when mitigation measures are put in place.	
3.3	Landscape and Visual (including light)	Key landscape characteristics affected; Effects on listed / key views / views from properties; Impact on landscape character.	Comparable to other options	Comparable to other options		
			Compound located within open field east of Clonsilla Road and south of railway. Zoned Residential. Setback compound from tree-lined railway boundary and parkland trees.	Compound located within open field west of Clonsilla Road and south of railway. Zoned High Amenity and Nature Development Area. Setback compound from parkland trees.		
3.4	Biodiversity (flora and fauna)	Potential compliance/conflict with biodiversity objectives; Indirect impacts on protected species, designated sites; Overall effect on nature conservation resource.	Some comparative advantage over other options	Some comparative disadvantage over other options		
			This compound is located in agricultural grassland directly south of the railway. The site is located approx. 20m from the Royal Canal pNHA. Potential for water quality, noise and lighting impacts.	This compound is located directly south of railway in an amenity grassland which forms part of Beech Parks Allotments. The site is located approx. 20m from the Royal Canal pNHA. Potential for water quality, noise and lighting impacts. Japanese Knotweed has previously been recorded along railway corridor adjacent to the site.		

Clonsilla PW Construction Compound Multi Criteria Assessment						
Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1	Option 2		
	3.5	Cultural, Archaeological and Architectural Heritage	Overall effect on cultural, archaeological and architecture heritage resource. Likely effects on RPS, National Monuments, SMRs, Conservation areas, etc. Number of designated sites/structures (by level of designation) directly impacted by scheme (land take).	Significant comparative advantage over other options This option is located in close proximity to 1 cultural heritage area, the Royal Canal (RPS no. 0944a) and is likely to have an impact on this setting. Potential to encounter unknown archaeological deposits on greenfield sites.	Significant comparative disadvantage over other options This Option is in close proximity to four cultural heritage sites and will have an impact on their setting: Clonsilla Signal Box & Overbridge (RPS no. 0707), Callaghan Bridge (RPS no. 0706), Royal Canal (RPS no. 0944a) and located directly on ring barrow (NIAH Reg. no DU013-018). Potential to encounter unknown archaeological deposits on greenfield sites.	
	3.6	Water Resources	Overall potential significant effects on water resource attribute likely to be affected during construction and operation.	Comparable to other options This option does not lie within or adjacent to any areas of probable flooding and the closest flood event occurred at Portersgate (CFRAM Flood Maps). This option is also located c. 50m from the Royal Canal and has potential for causing water quality impacts on this watercourse.	Comparable to other options This option does not lie within or adjacent to any areas of probable flooding and the closest flood event occurred at Portersgate (CFRAM Flood Maps). This option is also located c. 50m from the Royal Canal and has potential for causing water quality impacts on this watercourse.	
	3.7	Agriculture and Non-Agricultural	Overall impact on land take & property. Number of properties to be impacted/acquired. Likely temporary or permanent severance effects, etc.	Some comparative disadvantage over other options This option is located on agricultural lands south of the rail line. The field is comprised of permanent pasture used for livestock grazing. This option is located in proximity (from c. 30m) to lands used for grazing equine stock and are at distance (c. 200m) from the equine yard and facilities used for intensive interaction with horses. The equine yard has a high level of screening. The direct impacts on agricultural property include land take. Indirect impacts of noise / visual impact on the equine operation will be of slight significance.	Some comparative advantage over other options This option is located on non-agricultural amenity park lands south of the rail line. The direct impacts on non-agricultural property include land take.	
	3.8	Geology and Soils (including Waste)	Soils and Geology and likely impact on geological resources based on preliminary/likely construction details. Likely soil resources to be developed/removed. Existing information relating to potential to encounter contaminated land. High-level assessment based on the likely structures/ works required and the potential for ground contamination due to historic landfills, pits and quarries.	Comparable to other options This option lies on undeveloped land and will likely result in some loss of soil resources and soil sealing. There are no geological heritage sites in the area. Potential for contaminated land is unknown.	Comparable to other options This option lies on undeveloped land and will likely result in some loss of soil resources and soil sealing. There are no geological heritage sites in the area. Potential for contaminated land is unknown.	
	3.9	Radiation and Stray Current	Overall likely impact on nearby receptors.	Comparable to other options There is no EMI or EMR impacts expected to arise from this option.	Comparable to other options There is no EMI or EMR impacts expected to arise from this option.	

Clonsilla PW Construction Compound Multi Criteria Assessment						
	Parameter		Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1	Option 2
4	Accessibility & Social inclusion	4.1	Impact on Vulnerable Groups	Impacts on low-income groups, non-car owners, people with a disability. Quantification of increased service levels to these groups; Quantification of infrastructure and rolling stock improvements aimed at these groups; distribution of consumers surplus.	Comparable to other options The installation of the compound and its temporary operation have no relationship with this criterion as defined by the Common Appraisal Framework. Not a differentiator.	Comparable to other options The installation of the compound and its temporary operation have no relationship with this criterion as defined by the Common Appraisal Framework. Not a differentiator.
		4.2	Pedestrians Accessibility to Stations	Impact on the accessibility of pedestrians to station buildings.	Comparable to other options Level crossing present in order to cross rail line. HGVs may be delayed when delivering to the compound. The station will still be accessible to local users. Not a differentiator.	Comparable to other options Level crossing present in order to cross rail line. HGVs may be delayed when delivering to the compound. The station will still be accessible to local users. Not a differentiator.
		4.3	Impact on Social Inclusion	Quantification of service levels impacts including severance to all groups.	Comparable to other options The installation of the compound and its operation are not related to this criterion as defined by the Common Appraisal Framework. Not a differentiator.	Comparable to other options The installation of the compound and its operation are not related to this criterion as defined by the Common Appraisal Framework. Not a differentiator.
		4.4	Accessibility by road	Existence or not of a suitable main road providing access to the compound location.	Comparable to other options The compound is accessible from the M3 via the R149, Barberstown Lane North and R121. Approx. travel distance of C. 6km (Northwest route). Compound access can be also gained from the N3 via the R121, Diswellstown Rd, Porterstown Rd and R121 again. Approx. trip distance of C. 5km (Northeast route). Not a differentiator.	Comparable to other options The compound is accessible from the M3 via the R149, Barberstown Lane North and R121. Approx. travel distance of C. 6km (Northwest route). Compound access can be also gained from the N3 via the R121, Diswellstown Rd, Porterstown Rd and R121 again. Approx. trip distance of C. 5km (Northeast route). Not a differentiator.
5	Safety	5.1	Rail Safety	Safety for rail users.	Comparable to other options The location of Option 1 does not present advantages nor disadvantages as for rail safety compared to Option 2. Not a differentiator.	Comparable to other options The location of Option 2 does not present advantages nor disadvantages as for rail safety compared to Option 1. Not a differentiator.
		5.2	Vehicular Traffic Safety	Quality of access for these road users, lengths of diversions, removal of interface with rail and other modes of transport.	Comparable to other options Option 1 produces the same traffic as Option 2 and they share the access route. Consequently, Option 1 is comparable to Option 2 regarding traffic safety. Not a differentiator.	Comparable to other options Option 2 produces the same traffic as Option 1 and they share the access route. Consequently, Option 2 is comparable to Option 1 regarding traffic safety. Not a differentiator.
		5.3	Pedestrian, Cyclist and Vulnerable Road User Safety	Quality of access for these road users, removal of interfaces.	Comparable to other options The presence of pedestrians, cyclists or vulnerable users is more likely to occur on ordinary roads. The length of ordinary roads on the access route is the same for both options. Not a differentiator.	Comparable to other options The presence of pedestrians, cyclists or vulnerable users is more likely to occur on ordinary roads. The length of ordinary roads on the access route is the same for both options. Not a differentiator.

Clonsilla PW Construction Compound Multi Criteria Assessment						
	Parameter		Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1	Option 2
6	Physical Activity	6.1	Connectivity to adjoining cycling/pedestrian facilities	Analysis of the compatibility with cycle/pedestrian tracks.	Comparable to other options	Comparable to other options
					Option 1 is located a similar distance from adjacent cycling/pedestrian facilities, such as the Royal Canal Greenway, and does not impact on the access to or operation of these facilities. Not a differentiator.	Option 2 is located a similar distance from adjacent cycling/pedestrian facilities, such as the Royal Canal Greenway, and does not impact on the access to or operation of these facilities. Not a differentiator.

MCA SUMMARY. CLONSILLA PW CONSTRUCTION COMPOUND			
	Parameter	Option 1	Option 2
1	Economy	Some comparative advantage over other options	Some comparative disadvantage over other options
2	Integration	Some comparative advantage over other options	Some comparative disadvantage over other options
3	Environment	Some comparative advantage over other options	Some comparative disadvantage over other options
4	Accessibility & Social inclusion	Comparable to other options	Comparable to other options
5	Safety	Comparable to other options	Comparable to other options
6	Physical Activity	Comparable to other options	Comparable to other options
	Preferred Option	Yes	No

Barberstown

The following table facilitates the partial assessments for each criterion/sub-criterion.

Barberstown SET Construction Compound Multi Criteria Assessment							
Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1: Barberstown 1	Option 2: Barberstown 2 (road access included)	Option 3: Barberstown 3		
1	Economy	1.1	Construction and Land Cost	Assessment of establishment, construction and land cost.	<p>Significant comparative advantage over other options</p> <p>The land to be taken for the installation of the compound, out of Irish Rail boundary, has an area of 10,714 sq. m. This compound really acts as a double one, as it would service a section on the line to M3 Parkway and another section on the line to Maynooth. This factor of concentration of two facilities at just one site results in a saving.</p> <p>As for the cost of establishment, the same effect as before is provided, a saving as a result of the concentration. Ground clearance, in the sense of cutting down trees and removing vegetation, is required. No significant earthworks are foreseen.</p>	<p>Significant comparative disadvantage over other options</p> <p>The area of the compound is entirely out of Irish Rail boundary. The land of private ownership to be taken has an area of 9,710 sq. m. This compound is only feasible to serve one section on the line to Maynooth, due to its location. This signifies that the investment is less cost-effective than that of Option 1 and Option 3.</p> <p>The cost of installation is given mainly by the ground clearance at the perimeter of the plot and the construction of a new access road. Significant earthworks are not foreseen, due to the regularity of the ground at the site. The ground clearance will consist basically of the removal of some trees and vegetation at the point where a new access needs to be opened. The new access will link R121 to the compound location, on the opposite side of the plot. The investment is again less cost-effective than that of Options 1 and 3, since this compound is only feasible to serve the Maynooth line (but not the M3 line).</p>	<p>Some comparative advantage over other options</p> <p>The area of the land to acquire is 15,559 sq. m. This compound also offers the effect of a saving due to the feasibility of serving two sections (on the lines to M3 Parkway and to Maynooth) by setting up only one site. However, the cost of land acquisition is bigger than Option 1's.</p> <p>This site allows a saving too, since the compound would service two sections (on two different lines). Ground clearance works are minor, as the ground is rather regular and the presence of vegetation is reduced. There is no need of significant earthworks.</p>
		1.2	Long Term Maintenance Costs	Maintenance and reinvestments.	<p>Comparable to other options</p> <p>The compound is a temporary facility that will be finally dismantled. Long term maintenance is not needed. Not a differentiator.</p>	<p>Comparable to other options</p> <p>The compound is a temporary facility that will be finally dismantled. Long term maintenance is not needed. Not a differentiator.</p>	<p>Comparable to other options</p> <p>The compound is a temporary facility that will be finally dismantled. Long term maintenance is not needed. Not a differentiator.</p>

Barberstown SET Construction Compound Multi Criteria Assessment

Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1: Barberstown 1	Option 2: Barberstown 2 (road access included)	Option 3: Barberstown 3	
2	Integration	2.1	<p>Transport Integration</p> <p>Impact on scope for and ease of interchange between modes. Impact on the operation of other transport services both during construction and in operation. New interchange nodes and facilities; Reduced walking and wait times associated with interchanges. Modal shift figures during construction and operations. Changes to journey times to transport nodes.</p>	<p>Comparable to other options</p> <p>Largest of the Barberstown construction compounds. Barberstown 1 is situated in between the Royal Canal, M3 and Maynooth rail line. C. 650m from existing Clonsilla station and c. 450m from Hansfield Station. C. 5min walk (450m) to Westmanstown Sports Centre bus stops. Existing pedestrian access to Clonsilla using Royal Canal Way and underpass at M3 Line. No direct ped access to Hansfield. No footpaths to connect to Westmanstown Bus Stops. Large carpark located here potential park & ride. Bus stops 39, 39a and 139 on Ongar Distributor Road to the north of the compound. Accessed by pedestrian infrastructure at Pakenham Bridge to cross M3 line connects to residential development and bus. Safe operation of Royal Canal to be insured for potential barge and leisure journeys. HGV construction vehicles may need to use Pakenham Bridge and level crossing - deliveries may need to be worked around this to avoid train delays. Services may need to be delayed for larger deliveries. This may cause delays for vehicles in the area.</p>	<p>Comparable to other options</p> <p>Located south of the Barberstown 1 & 3. Access is to be provided from the R121 through a proposed development of a route through a greenfield site just north of the Westwood car park. HGVs may need to use the Pakenham bridge to gain access to the compound. Construction of pedestrian path along M3 rail line to connect to Hansfield Station for future interchange.</p>	<p>Comparable to other options</p> <p>Located on the north-side of the Royal Canal. The pedestrian footway that connects from Pakenham Bridge to Pipers Court will be directly adjacent to the construction compound. C. 350m to Hansfield Station but no direct pedestrian infrastructure to access. C.950m from Clonsilla Station. Pedestrian access using Royal Canal Way. Royal Canal Way may be used for access to bus routes located on Ongar Distributor Road to the north. Journey along Royal Canal by barges and leisure trip may need to be restricted for certain periods of construction to ensure safety. Construction of pedestrian path along M3 rail line to connect to Hansfield Station for future interchange. Hedge line facing onto the canal is proposed to be removed, pedestrian access to and from the compound may be developed to improve access.</p>
		2.2	<p>Land Use Integration</p> <p>Impact on land-use strategies and regional and local plans. Assessment of support for land use factors local land use and planning. Inclusion of project in relevant local and regional planning documents.</p>	<p>Comparable to other options</p> <p>This Option is located within undeveloped lands that are subject to the Fingal DP 2017 - 2023 Land Use Zoning Objective OS - Open Space "Preserve and provide for open space and recreational amenities". This option goes against the 'Open Space' Objective PM51 "Provide a wide variety of accessible public open spaces, including allotments, community gardens, permaculture parklands and sporting facilities".</p> <p>No planning applications have been granted at this site.</p>	<p>Comparable to other options</p> <p>This Option is located within undeveloped lands that are subject to the Fingal DP 2017 - 2023 Land Use Zoning Objective HA - High Amenity "Protect and enhance high amenity areas". This option goes against 'High Amenity' Objective NH51 "Protect High Amenity areas from inappropriate development and reinforce their character, distinctiveness and sense of place".</p> <p>No planning applications have been granted at this site.</p>	<p>Comparable to other options</p> <p>This Option is located within undeveloped lands that are subject to the Fingal DP 2017 - 2023 Land Use Zoning Objective OS - Open Space "Preserve and provide for open space and recreational amenities". This option goes against the 'Open Space' Objective PM51 "Provide a wide variety of accessible public open spaces, including allotments, community gardens, permaculture parklands and sporting facilities".</p> <p>No planning applications have been granted at this site.</p>
		2.3	<p>Geographical Integration</p> <p>Integration of the compounds in nodes of the railway network or in other singular elements of the line.</p>	<p>Some comparative advantage over other options</p> <p>The Option 1 is located at a strategic node of the scheme, where the line splits in two (one line towards M3 Parkway, another line leading to Maynooth). Consequently, this location offers an advantage, as it allows the site to serve the two mentioned lines.</p>	<p>Some comparative disadvantage over other options</p> <p>The Option 2 is slightly apart from the rail node, to the south of it, thus the site is more focused on the Maynooth line. So, this location presents a disadvantage as it is not helpful to support the M3 Parkway line.</p>	<p>Some comparative advantage over other options</p> <p>The Option 3 is located at a strategic node of the scheme, where the line splits in two (one line towards M3 Parkway, another line leading to Maynooth). Consequently, this location offers an advantage, as it allows the site to serve the two mentioned lines.</p>
		2.4	<p>Other Government Policy</p> <p>Integration with Government Policy, Smarter Travel, Investment Programmes, rail safety, electrification, etc.</p>	<p>Comparable to other options</p> <p>DART+ West is supported by higher level policies such as Project Ireland 2040, RPGs, Transport Strategy for GDA. Not a differentiator.</p>	<p>Comparable to other options</p> <p>DART+ West is supported by higher level policies such as Project Ireland 2040, RPGs, Transport Strategy for GDA. Not a differentiator.</p>	<p>Comparable to other options</p> <p>DART+ West is supported by higher level policies such as Project Ireland 2040, RPGs, Transport Strategy for GDA. Not a differentiator.</p>
					<p>Comparable to other options</p>	<p>Comparable to other options</p>

Barberstown SET Construction Compound Multi Criteria Assessment

Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1: Barberstown 1	Option 2: Barberstown 2 (road access included)	Option 3: Barberstown 3
3 Environment	3.1 Noise and Vibration	Overall potential significant impacts due to construction noise & vibration on nearby sensitive locations.	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
			Located close to more sensitive properties than other options. Piper Court apartment block within 100m.	No sensitive properties within 100m.	Located close to more sensitive properties than other options. Piper Court apartment block within 100m.
	3.2 Air Quality and Climate	Local air quality effects. Number of receptors within 50m.	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
			Located within 50m of 2 residential properties, 1 air quality sensitive ecological receptor. Potential for impact is not significant when mitigation measures are put in place.	Located within 50m of 0 residential properties and 1 air quality sensitive ecological receptor. Potential for impact is not significant when mitigation measures are put in place. Preference given assuming access road not within 50m of receptors. If it is then all comparable.	Located within 50m of 1 residential property and 1 air quality sensitive ecological receptor. New housing estate under construction however looks unlikely that properties will fall within 50m. Potential for impact is not significant when mitigation measures are put in place.
	3.3 Landscape and Visual (including light)	Key landscape characteristics affected; Effects on listed / key views / views from properties; Impact on landscape character.	Significant comparative disadvantage over other options	Some comparative disadvantage over other options	Significant comparative advantage over other options
Compound located within narrow field between railway and Royal Canal. Access will impact on existing mature trees and is in proximity to canal-side cottage. Zoned Open Space / Nature Development Area. Boundary of compound area should be set back min 10m from canal boundary hedgerow.			Compound located within arable field adjacent to railway and north of Westmanstown Sports and Leisure Centre. Good screening along boundary with Westmanstown. Access will impact on mature roadside trees and hedgerows. Zoned High Amenity / Highly Sensitive Landscape. Boundary of compound area should be set back min 10m from hedgerows/treelines.	Compound located within arable field northwest of Royal Canal. Zoned Open Space. Boundary of compound area should be set back min 10m from canal boundary hedgerow.	
3.4 Biodiversity (flora and fauna)	Potential compliance/conflict with biodiversity objectives; Indirect impacts on protected species, designated sites; Overall effect on nature conservation resource.	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Some comparative disadvantage over other options	
		This compound is located in a grassland fields between the railway and canal. Trees and scrub encroaching around field boundaries particularly on eastern side. The majority of the site lies within the Royal Canal pNHA. Loss of mature trees, grassland and scrub habitat anticipated. There is potential for water quality, noise and lighting impacts within the pNHA.	This compound is located within agricultural grassland next to railway. Loss of treeline/hedgerow habitat will be required to accommodate road access.	This compound is located within agricultural grassland. The southern boundary is within the Royal Canal pNHA. Loss of treeline along field boundary is anticipated to accommodate road access. There is potential for water quality, noise and lighting impacts within the pNHA.	
3.5 Cultural, Archaeological and Architectural Heritage	Overall effect on cultural, archaeological and architecture heritage resource. Likely effects on RPS, National Monuments, SMRs, Conservation areas, etc. Number of designated sites/structures (by level of designation) directly impacted by scheme (land take).	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	
		This option is located in proximity to Pakenham Bridge (RPS no. 0711) and is likely to have an impact on its setting. This option is also adjacent to the Royal Canal (RPS) and is likely to have an indirect impact on its setting. Potential to encounter unknown archaeological deposits on greenfield sites.	This option is located the furthest from Pakenham Bridge (RPS no. 0711) and is not likely to have an impact on its setting. This option is also adjacent to the Royal Canal (RPS) and is likely to have an indirect impact on its setting. Potential to encounter unknown archaeological deposits on greenfield sites.	This option is located in proximity to Pakenham Bridge (RPS no. 0711) and is likely to have an impact on its setting. This option is also adjacent to the Royal Canal (RPS) and is likely to have an indirect impact on its setting. Potential to encounter unknown archaeological deposits on greenfield sites.	

Barberstown SET Construction Compound Multi Criteria Assessment

Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1: Barberstown 1	Option 2: Barberstown 2 (road access included)	Option 3: Barberstown 3	
	3.6	Water Resources	Overall potential significant effects on water resource attribute likely to be affected during construction and operation.	Significant comparative advantage over other options Area liable to flood identified to the west of option location on opposite side of canal. Flood risk to the site is likely low. This option is also located on the banks of the Royal Canal (pNHA) and has potential for causing water quality impacts on this waterbody.	Significant comparative disadvantage over other options Option location is bounded to its south west by the Westmanstown stream. PFRA mapping indicate that this area (including access road) is liable to flood in extreme events. The close proximity of this option location to the adjacent stream and canal means it may have elevated risk for causing water quality impacts to surface waterbodies.	Some comparative disadvantage over other options Area liable to flood identified to the west of option location. May flood portion of site in extreme events. This option is also located on the banks of the Royal Canal (pNHA), c. 20m from the water's edge, and has potential for causing water quality impacts on this waterbody.
	3.7	Agriculture and Non-Agricultural	Overall impact on land take & property. Number of properties to be impacted/acquired. Likely temporary or permanent severance effects, etc.	Significant comparative disadvantage over other options This option is located on agricultural lands between the Royal Canal and rail line with limited access from the local road. The field is comprised of permanent pasture used for extensive livestock grazing. This option is located in close proximity (from 25m) to an equine yard south of the rail line with equine facilities present for intensive interaction with horses. The equine yard has a level of screening along the rail line. The direct impacts on agricultural property include land take. Indirect impacts of noise / visual impact on the equine operation will be of greater significance.	Significant comparative advantage over other options This option is located on agricultural lands east of the rail line. The field is comprised of grassland used for livestock grazing including equine. The direct impacts on agricultural property include land take from the compound and access road.	Some comparative disadvantage over other options This option is located on agricultural lands adjoining the Royal Canal. The field is comprised of grassland used for livestock grazing and / or fodder production. This option is located in proximity (ranging from 90-110m) to an equine yard south of the rail line with equine facilities present for intensive interaction with horses. There is a moderate level of screening along the canal and rail line. The direct impacts on agricultural property include land take and impact on access to the remaining field area. Indirect impacts of noise / visual impact on the equine operation will be of moderate significance.
	3.8	Geology and Soils (including Waste)	Soils and Geology and likely impact on geological resources based on preliminary/likely construction details. Likely soil resources to be developed/removed. Existing information relating to potential to encounter contaminated land. High-level assessment based on the likely structures/works required and the potential for ground contamination due to historic landfills, pits and quarries.	Some comparative advantage over other options This option lies on greenfield lands and has the potential to result in some loss of soil resources and soil sealing. There are no geological heritage sites in the area. Potential for contaminated land is unknown.	Some comparative disadvantage over other options This option lies on greenfield land. Paving of an access road through greenfield land as part of this option has the potential to result in loss of soil resources and soil sealing. There are no geological heritage sites in the area and is not expected to contain contaminated land.	Some comparative advantage over other options This option lies on greenfield lands and has the potential to result in some loss of soil resources and soil sealing. There are no geological heritage sites in the area. Potential for contaminated land is unknown.
	3.9	Radiation and Stray Current	Overall likely impact on nearby receptors.	Comparable to other options There is no EMI or EMR impacts expected to arise from this option.	Comparable to other options There is no EMI or EMR impacts expected to arise from this option.	Comparable to other options There is no EMI or EMR impacts expected to arise from this option.

Barberstown SET Construction Compound Multi Criteria Assessment

Barberstown SET Construction Compound Multi Criteria Assessment							
Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1: Barberstown 1	Option 2: Barberstown 2 (road access included)	Option 3: Barberstown 3		
4 Accessibility & Social inclusion	4.1	Impact on Vulnerable Groups	Impacts on low-income groups, non-car owners, people with a disability. Quantification of increased service levels to these groups; Quantification of infrastructure and rolling stock improvements aimed at these groups; distribution of consumers surplus.	Comparable to other options	Comparable to other options	Comparable to other options	
			The installation of the compound and its temporary operation have no relationship with this criterion as defined by the Common Appraisal Framework. Not a differentiator.	The installation of the compound and its temporary operation have no relationship with this criterion as defined by the Common Appraisal Framework. Not a differentiator.	The installation of the compound and its temporary operation have no relationship with this criterion as defined by the Common Appraisal Framework. Not a differentiator.		
	4.2	Pedestrians Accessibility to Stations	Impact on the accessibility of pedestrians to station buildings.	Comparable to other options	Comparable to other options	Comparable to other options	
			The nearest stations to the site are Clonsilla and Hansfield. The access of passengers to them is not impacted by the installation/operation of the compound. Not a differentiator.	The nearest stations to the site are Clonsilla and Hansfield. The access of passengers to them is not impacted by the installation/operation of the compound. Not a differentiator.	The nearest stations to the site are Clonsilla and Hansfield. The access of passengers to them is not impacted by the installation/operation of the compound. Not a differentiator.		
	4.3	Impact on Social Inclusion	Quantification of service levels impacts including severance to all groups.	Comparable to other options	Comparable to other options	Comparable to other options	
			The installation of the compound and its temporary operation are not related to this criterion as defined by the Common Appraisal Framework. Not a differentiator.	The installation of the compound and its temporary operation are not related to this criterion as defined by the Common Appraisal Framework. Not a differentiator.	The installation of the compound and its temporary operation are not related to this criterion as defined by the Common Appraisal Framework. Not a differentiator.		
	4.4	Accessibility by road	Existence or not of a suitable main road providing access to the compound location.	Comparable to other options	Comparable to other options	Comparable to other options	
			The compound is accessible from R121 which links to the Milestown Road (local road) from the south and the R149 Barnhill Road which joins Barberstown Lane (local road) from the North.	The compound is accessible from R121 which links to the Milestown Road (local road) from the south and the R149 Barnhill Road which joins Barberstown Lane (local road) from the North.	The compound is accessible from R121 which links to the Milestown Road (local road) from the south and the R149 Barnhill Road which joins Barberstown Lane (local road) from the North.		

Barberstown SET Construction Compound Multi Criteria Assessment

Barberstown SET Construction Compound Multi Criteria Assessment							
Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1: Barberstown 1	Option 2: Barberstown 2 (road access included)	Option 3: Barberstown 3		
5	Safety	5.1	Rail Safety	Safety for rail users.	Comparable to other options	Comparable to other options	Comparable to other options
					The construction and the temporary operation of the compound do not interfere in rail user safety. Not a differentiator.	The construction and the temporary operation of the compound do not interfere in rail user safety. Not a differentiator.	The construction and the temporary operation of the compound do not interfere in rail user safety. Not a differentiator.
		5.2	Vehicular Traffic Safety	Quality of access for these road users, lengths of diversions, removal of interface with rail and other modes of transport.	Significant comparative advantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options
					Options 1 and 3 share the access route. The construction traffic does not need to pass through the Barberstown level crossing to arrive at the compound, which involves an advantage.	Option 2 access route to compound is the same as Options 1's and 3's, plus an additional section of road to the south that passes through Barberstown level crossing. This is an unfavourable factor in relation to safety.	Options 3 and 1 share the access route. The construction traffic does not need to pass through the Barberstown level crossing to arrive at the compound, which involves an advantage.
		5.3	Pedestrian, Cyclist and Vulnerable Road User Safety	Quality of access for these road users, removal of interfaces.	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options
					Options 1 and 3 share the access route, which is shorter than that of Option 2. The probability of conflict between traffic construction and pedestrians/cyclists/vulnerable users is the same for Options 1 and 3.	Option 2 access route to compound is the same as Options 1's and 3's, plus an additional section of existing road to the south. This small increase of route length for traffic construction signifies a slightly bigger probability of conflict with pedestrians/cyclists/vulnerable users. So, Option 2 presents minor disadvantage as for safety compared to Options 1 and 3.	Options 3 and 1 share the access route, which is shorter than that of Option 2. The probability of conflict between traffic construction and pedestrians/cyclists/vulnerable users is the same for Options 3 and 1.
6	Physical Activity	6.1	Connectivity to adjoining cycling/pedestrian facilities	Analysis of the compatibility with cycle/pedestrian tracks.	Comparable to other options	Comparable to other options	Comparable to other options
					Option 1 does not present advantage nor disadvantage regarding the connectivity to adjoining cycling/pedestrian facilities. Not a differentiator.	Option 2 does not present advantage nor disadvantage regarding the connectivity to adjoining cycling/pedestrian facilities. Not a differentiator.	Option 3 does not present advantage nor disadvantage regarding the connectivity to adjoining cycling/pedestrian facilities. Not a differentiator.

MCA SUMMARY. BARBERSTOWN SET CONSTRUCTION COMPOUND				
	Parameter	Option 1	Option 2	Option 3
1	Economy	Significant comparative advantage over other options	Significant comparative disadvantage over other options	Some comparative advantage over other options
2	Integration	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options
3	Environment	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Some comparative disadvantage over other options
4	Accessibility & Social inclusion	Comparable to other options	Comparable to other options	Comparable to other options
5	Safety	Significant comparative advantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options
6	Physical Activity	Comparable to other options	Comparable to other options	Comparable to other options
	Preferred Option	Yes	No	No

Millfarm PW

The table below presents the assessments of the two alternative solutions:

Millfarm PW Construction Compound Multi Criteria Assessment						
	Parameter		Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1	Option 2
1	Economy	1.1	Construction and Land Cost	Assessment of establishment, construction and land cost.	<p>Some comparative advantage over other options</p> <p>Option 1 offers more direct access to the railway, due to shorter distance to it. The proximity involves lower machinery operation cost, since the RRV can access the tracks more rapidly. Also lower material transport cost. So, Option 1 presents some economic advantage over Option 2.</p> <p>The lands at the site belong entirely to private landowners. The area of Option 1 is equivalent to that of Option 2. So, the cost of land acquisition is also equivalent to Option 2's. Not a differentiator.</p> <p>The ground at the site is regular and rather flat. There are not trees or vegetation at the location. So, relevant ground clearance or earthworks are not needed. Thus, the installation cost is equivalent to that of Option 2. Not a differentiator.</p>	<p>Some comparative disadvantage over other options</p> <p>Option 2 constitutes a less immediate location in relation to the railway, which increases the machinery operation/material supply cost since the RRV need greater track access time. Option 2 presents then some economic disadvantage compared to Option 1.</p> <p>The site is out of Irish Rail boundary. Thus, the land take corresponds to its whole area, which is equivalent to that of Option 1. The land cost does not establish a difference in relation to Option 1. Not a differentiator.</p> <p>The ground at the location does not present relevant elevation changes. The land to be taken is cleared, without presence of vegetation. Consequently, significant ground clearance or earthworks are not foreseen. The installation cost does not establish a difference compared to that of Option 1. Not a differentiator.</p>
		1.2	Long Term Maintenance Costs	Maintenance and reinvestments.	<p>Comparable to other options</p> <p>The compound is a temporary facility that will be finally dismantled. Long-term maintenance is not needed. Not a differentiator.</p>	<p>Comparable to other options</p> <p>The compound is a temporary facility that will be finally dismantled. Long-term maintenance is not needed. Not a differentiator.</p>

Millfarm PW Construction Compound Multi Criteria Assessment						
	Parameter		Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1	Option 2
2	Integration	2.1	Transport Integration	Impact on scope for and ease of interchange between modes. Impact on the operation of other transport services both during construction and in operation. New interchange nodes and facilities; Reduced walking and wait times associated with interchanges. Modal shift figures during construction and operations. Changes to journey times to transport nodes.	Comparable to other options	Comparable to other options
		2.2	Land Use Integration	Impact on land-use strategies and regional and local plans. Assessment of support for land use factors local land use and planning. Inclusion of project in relevant local and regional planning documents.	Comparable to other options	Comparable to other options
		2.3	Geographical Integration	Impact on improvement of external links.	Comparable to other options	Comparable to other options
		2.4	Other Government Policy	Integration with Government Policy, Smarter Travel, Investment Programmes, rail safety, electrification, etc.	Comparable to other options	Comparable to other options
				Impact on scope for and ease of interchange between modes. Impact on the operation of other transport services both during construction and in operation. New interchange nodes and facilities; Reduced walking and wait times associated with interchanges. Modal shift figures during construction and operations. Changes to journey times to transport nodes.	Access to the west of the site through Kilcock town. Route does not pass over train line at Kilcock train station, it runs parallel to it. The access route runs along the same corridor as bus routes on Church Street and the R148. Train station will not be affected but bus routes may be due to HGVs using the same route. This may have some delay on bus journeys.	Access to the west of the site through Kilcock town. Route does not pass over train line at Kilcock train station, it runs parallel to it. The access route runs along the same corridor as bus routes on Church Street and the R148. Train station will not be affected but bus routes may be due to HGVs using the same route. This may have some delay on bus journeys.
				Impact on land-use strategies and regional and local plans. Assessment of support for land use factors local land use and planning. Inclusion of project in relevant local and regional planning documents.	The compound site is located on unzoned greenfield lands between the settlements of Kilcock and Maynooth. The compound will temporarily change the land use in this area. No planning applications have been granted at this site.	The compound site is located on unzoned greenfield lands between the settlements of Kilcock and Maynooth. The compound will temporarily change the land use in this area. No planning applications have been granted at this site.
				Impact on improvement of external links.	Option 1 connects to the M4 junction west of Kilcock town. This provides a direct connection to Dublin and the M50 to the east. Also providing a connection to the west onto the M6 and N4.	Option 2 connects to the M4 junction west of Kilcock town. This provides a direct connection to Dublin and the M50 to the east. Also providing a connection to the west onto the M6 and N4.
				Integration with Government Policy, Smarter Travel, Investment Programmes, rail safety, electrification, etc.	DART+ West is supported by higher level policies such as Project Ireland 2040, RPGs, Transport Strategy for GDA. Not a differentiator.	DART+ West is supported by higher level policies such as Project Ireland 2040, RPGs, Transport Strategy for GDA. Not a differentiator.

Millfarm PW Construction Compound Multi Criteria Assessment						
	Parameter		Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1	Option 2
3	Environment	3.1	Noise and Vibration	Overall potential significant impacts due to construction noise & vibration on nearby sensitive locations.	Comparable to other options 1 sensitive receptor within 100m of the location. Noise & Vibration impacts are expected to be comparable for both options.	Comparable to other options 1 sensitive receptor within 100m of either location. Noise & Vibration impacts are expected to be comparable for both options.
		3.2	Air Quality and Climate	Local air quality effects. Number of receptors within 50m.	Comparable to other options No residential properties and 0 air quality sensitive ecological receptor within 50m. Air quality and climate impacts are comparable for both options	Comparable to other options No residential properties and 0 air quality sensitive ecological receptor within 50m. Air quality and climate impacts are comparable for both options
		3.3	Landscape and Visual (including light)	Key landscape characteristics affected; Effects on listed / key views / views from properties; Impact on landscape character.	Comparable to other options Site is located within open rural landscape with no landscape sensitivities on the site. Both options will temporarily impact landscape character. Boundaries of compound should be setback 5m from existing low field boundary hedgerows.	Comparable to other options Site is located within open rural landscape with no landscape sensitivities on the site. Both options will temporarily impact landscape character. Boundaries of compound should be setback 5m from existing low field boundary hedgerows.
		3.4	Biodiversity (flora and fauna)	Potential compliance/conflict with biodiversity objectives; Indirect impacts on protected species, designated sites; Overall effect on nature conservation resource.	Comparable to other options This compound is located in agricultural grassland. The compound extends over 2 parcels of farmland separated by hedgerow, as a result the option will result in loss of hedgerow habitat. Potential for noise and lighting impacts.	Comparable to other options This compound is located in agricultural grassland. Loss of roadside hedgerows is likely to accommodate the new access road link. Potential for noise and lighting impacts.
		3.5	Cultural, Archaeological and Architectural Heritage	Overall effect on cultural, archaeological and architecture heritage resource. Likely effects on RPS, National Monuments, SMRs, Conservation areas, etc. Number of designated sites/structures (by level of designation) directly impacted by scheme (land take).	Comparable to other options No known heritage resources recorded. Potential to encounter unknown archaeological deposits on greenfield sites. Both options are comparable.	Comparable to other options No known heritage resources recorded. Potential to encounter unknown archaeological deposits on greenfield sites. Both options are comparable.
		3.6	Water Resources		Comparable to other options	Comparable to other options

Millfarm PW Construction Compound Multi Criteria Assessment						
	Parameter		Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1	Option 2
				Overall potential significant effects on water resource attribute likely to be affected during construction and operation.	This option lies within an area of probable flooding (high probability) as identified in the CFRAMS. The site is bounded to the south by a minor watercourse which confluences with the Lyreen River c. 200m downstream and as such has an elevated risk for causing water quality impacts.	This option lies within an area of probable flooding (high probability) as identified in the CFRAMS. The site is bounded by the Lyreen River and as such has an elevated risk for causing water quality impacts.
		3.7	Agriculture and Non-Agricultural	Overall impact on land take & property. Number of properties to be impacted/acquired. Likely temporary or permanent severance effects, etc.	<p>Some comparative advantage over other options</p> <p>This option is located on agricultural lands. The fields are comprised of grassland used for livestock grazing. The direct impacts on two agricultural properties include land take and impact on access to the remaining field area.</p> <p>Option 1 is located on higher ground and will consequently require a smaller quantity of compensatory storage than Option 2</p>	Some comparative disadvantage over other options
		3.8	Geology and Soils (including Waste)	Soils and Geology and likely impact on geological resources based on preliminary/likely construction details. Likely soil resources to be developed/removed. Existing information relating to potential to encounter contaminated land. High-level assessment based on the likely structures/ works required and the potential for ground contamination due to historic landfills, pits and quarries.	Comparable to other options	Comparable to other options
		3.9	Radiation and Stray Current	Overall likely impact on nearby receptors.	Comparable to other options	Comparable to other options
					There is no EMI or EMR impacts expected to arise from this option.	There is no EMI or EMR impacts expected to arise from this option.
4	Accessibility & Social inclusion	4.1	Impact on Vulnerable Groups	Impacts on low-income groups, non-car owners, people with a disability. Quantification of increased service levels to these groups; Quantification of infrastructure and rolling stock improvements aimed at these groups; distribution of consumers surplus.	Comparable to other options	Comparable to other options
					The installation of the compound and its temporary operation have no relationship with this criterion as defined by the Common Appraisal Framework. Not a differentiator.	The installation of the compound and its temporary operation have no relationship with this criterion as defined by the Common Appraisal Framework. Not a differentiator.

Millfarm PW Construction Compound Multi Criteria Assessment						
	Parameter		Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1	Option 2
		4.2	Stations Accessibility	Quantification of increased service levels to the vulnerable groups.	Comparable to other options The compound is situated between Maynooth to the east and Kilcock station to the west. C. 5 min drive to each but a c. 35 min walk to Maynooth and c. 45 min walk to Kilcock. Local car parks may be used for a park & ride facility.	Comparable to other options The compound is situated between Maynooth to the east and Kilcock station to the west. C. 5 min drive to each but a c. 35 min walk to Maynooth and c. 45 min walk to Kilcock. Local car parks may be used for a park & ride facility. Although Option 2 is slightly further away, the difference, compared to the overall travel distance, is minor.
		4.3	Impact on Social Inclusion	Quantification of service levels impacts including severance to all groups	Comparable to other options The installation of the compound and its temporary operation is not related to this criterion as defined by the Common Appraisal Framework. Not a differentiator.	Comparable to other options The installation of the compound and its temporary operation is not related to this criterion as defined by the Common Appraisal Framework. Not a differentiator.
		4.4	Accessibility by road	Existence or not of a suitable main road providing access to the compound location.	Comparable to other options The compound is accessible from M4, then following R148 and the new OBG23A.	Comparable to other options The compound is accessible from M4, then following R148 and the new OBG23A. While Option 2 is slightly further away from the M4, the difference, compared to the overall travel distance, is minor.
5	Safety	5.1	Rail Safety	Safety for rail users.	Comparable to other options The location of Option 1 does not present advantages nor disadvantages as for rail safety compared to Option 2. Not a differentiator.	Comparable to other options The location of Option 2 does not present advantages nor disadvantages as for rail safety compared to Option 1. Not a differentiator.
		5.2	Vehicular Traffic Safety	Quality of access for these road users, lengths of diversions, removal of interface with rail and other modes of transport.	Comparable to other options Option 1 generates the same construction traffic as Option 2 (since they are intended to service the PWay works on the same line section). Options 1 and 2 share the access route. Consequently, the safety conditions of Option 1 construction traffic are comparable to those of Option 2 traffic. Not a differentiator.	Comparable to other options Option 2 generates the same construction traffic as Option 1 (since they are intended to service the PWay works on the same line section). Options 1 and 2 share the access route. So, the safety conditions of Option 2 construction traffic are comparable to those of Option 1 traffic. Not a differentiator.
		5.3	Pedestrian, Cyclist and Vulnerable Road User Safety	Quality of access for these road users, removal of interfaces.	Comparable to other options The presence of pedestrians, cyclists or vulnerable users is more likely to occur on ordinary roads. There is no significant difference in the length of ordinary roads on the access route for both options.	Comparable to other options The presence of pedestrians, cyclists or vulnerable users is more likely to occur on ordinary roads. There is no significant difference in the length of ordinary roads on the access route for both options.
6	Physical Activity	6.1		Analysis of the compatibility with cycle/pedestrian tracks.	Comparable to other options	Comparable to other options

Millfarm PW Construction Compound Multi Criteria Assessment						
	Parameter		Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1	Option 2
			Connectivity to adjoining cycling/pedestrian facilities		Both options are located a short distance from the Royal Canal Greenway, which provides pedestrian and cyclist access to Kilcock to the west and Maynooth to the east.	Both options are located a short distance from the Royal Canal Greenway, which provides pedestrian and cyclist access to Kilcock to the west and Maynooth to the east.
		6.2	Permeability and local connectivity opportunity	Journey time and lengths of diversions for active modes and numbers affected. Analysis of the connectivity with green areas/key attractions related to active mode.	Comparable to other options	Comparable to other options
					Connectivity to the Royal Canal Greenway remains. Access to North Kildare multi-sports club is located along the greenway as identified in the GDA Cycle route. This provides local permeability and connectivity.	Connectivity to the Royal Canal Greenway remains. Access to North Kildare multi-sports club is located along the greenway as identified in the GDA Cycle route. This provides local permeability and connectivity.

MCA SUMMARY. MILLFARM PW CONSTRUCTION COMPOUND			
	Parameter	Option 1	Option 2
1	Economy	Some comparative advantage over other options	Some comparative disadvantage over other options
2	Integration	Comparable to other options	Comparable to other options
3	Environment	Some comparative advantage over other options	Some comparative disadvantage over other options
4	Accessibility & Social inclusion	Comparable to other options	Comparable to other options
5	Safety	Comparable to other options	Comparable to other options
6	Physical Activity	Comparable to other options	Comparable to other options
	Preferred Option	No	Yes

M3 Parkway line

The following table provides the detailed evaluations of the six options:

M3 Parkway line Construction Compound Multi Criteria Assessment										
Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1: Barberstown 1	Option 2: Barberstown 3	Option 3: Stirling	Option 4: Dunboyne	Option 5: M3 Parkway-on parking	Option 6: M3 Parkway-off parking		
1	Economy	1.1	Construction and Land Cost	Assessment of establishment, construction and land cost.	<p>Significant comparative advantage over other options</p> <p>The land to be taken for the installation of the compound, out of Irish Rail boundary, has an area of 10,714 sq. m (SET compound). This compound really acts as a double one, as it would service a section on the line to M3 Parkway and another section on the line to Maynooth. This factor of concentration of two facilities at just one site results in a saving.</p> <p>As for the cost of establishment, the same effect as before is provided, a saving as a result of the concentration. Ground clearance, in the sense of cutting down trees and removing vegetation, is required. Some earthworks are foreseen too.</p>	<p>Significant comparative advantage over other options</p> <p>The area of the land to acquire is 15,559 sq. m (SET compound). This compound also offers the effect of a saving due to the feasibility of serving two sections (on the lines to M3 Parkway and to Maynooth) by setting up only one site.</p> <p>This site allows a saving too, since the compound would service two sections (on two different lines). Ground clearance works are minor, as the ground is rather regular and the presence of vegetation is reduced. There is no need of significant earthworks.</p>	<p>Significant comparative disadvantage over other options</p> <p>The land to be purchased has an area of 7,457 sq. m (SET compound). This location would service only one section of the line where it is located.</p> <p>The boundary of the site adjacent to L2222 Stirling Road is closed by means of a wooden fence and a continuous concrete barrier at the feet of the fence. The opening of an access will involve demolishing a section of this safety barrier and removing the corresponding part of fence. A number of trees behind the fence are likely to be cut down to clear the access point. These operations give a measure of the cost of installation, as ground clearance and earthworks would not be significant.</p>	<p>Some comparative advantage over other options</p> <p>The compound is entirely located inside Irish Rail boundary. It would serve only one section of the line to M3 Parkway.</p> <p>The cost of installation is reduced, as the compound location is coincident with the parking of Dunboyne station. It means that ground clearance and earthworks are not needed.</p>	<p>Some comparative disadvantage over other options</p> <p>The land to take has an area of 6,653 sq. m (SET compound plus PW compound). The SET compound would support only one section of the line ending at its location.</p> <p>The compound is installed on the parking of M3 Parkway station. It avoids carrying out ground clearance and earthworks. So, the cost of installation is minor.</p>	<p>Significant comparative disadvantage over other options</p> <p>The land take required is 8,654 sq. m (SET compound plus PW compound). The SET compound would only service one section of the line to M3 Parkway.</p> <p>The establishment cost consists mainly of some earthworks and the punctual removal of the existing fence to open an access point. Relevant ground clearance is not necessary.</p>
		1.2	Long Term Maintenance Costs	Maintenance and reinvestments.	<p>Comparable to other options</p> <p>The compound is a temporary facility that will be finally dismantled. Long-term maintenance is not needed. Not a differentiator.</p>	<p>Comparable to other options</p> <p>The compound is a temporary facility that will be finally dismantled. Long-term maintenance is not needed. Not a differentiator.</p>	<p>Comparable to other options</p> <p>The compound is a temporary facility that will be finally dismantled. Long-term maintenance is not needed. Not a differentiator.</p>	<p>Comparable to other options</p> <p>The compound is a temporary facility that will be finally dismantled. Long-term maintenance is not needed. Not a differentiator.</p>	<p>Comparable to other options</p> <p>The compound is a temporary facility that will be finally dismantled. Long-term maintenance is not needed. Not a differentiator.</p>	<p>Comparable to other options</p> <p>The compound is a temporary facility that will be finally dismantled. Long-term maintenance is not needed. Not a differentiator.</p>

M3 Parkway line Construction Compound Multi Criteria Assessment

Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1: Barberstown 1	Option 2: Barberstown 3	Option 3: Stirling	Option 4: Dunboyne	Option 5: M3 Parkway-on parking	Option 6: M3 Parkway-off parking	
2	Integration	2.1	Transport Integration	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	
			<p>Impact on scope for and ease of interchange between modes. Impact on the operation of other transport services both during construction and in operation. New interchange nodes and facilities; Reduced walking and wait times associated with interchanges. Modal shift figures during construction and operations. Changes to journey times to transport nodes.</p>	<p>Largest of the Barberstown construction compounds. Barberstown 1 is situated in between the Royal Canal, M3 and Maynooth rail line. C. 650m from existing Clonsilla station and c. 450m from Hansfield Station. C. 5min walk (450m) to Westmanstown Sports Centre bus stops. Existing pedestrian access to Clonsilla using Royal Canal Way and underpass at M3 Line. No direct ped access to Hansfield. No footpaths to connect to Westmanstown Bus Stops. Large carpark located here potential park & ride. Bus stops 39, 39a and 139 on Ongar Distributor Road to the north of the compound. Accessed by pedestrian infrastructure at Packenham Bridge to cross M3 line connects to residential development and bus. Safe operation of Royal Canal to be insured for potential barge and leisure journeys. HGV construction vehicles may need to use Packenham Bridge and level crossing - deliveries may need to be worked around this to avoid train delays. Services may need to be delayed for larger deliveries. This may cause delays for vehicles in the area.</p>	<p>Located on the north-side of the Royal Canal. The pedestrian footway that connects from Packenham Bridge to Pipers Court will be directly adjacent to the construction compound. C. 350m to Hansfield Station but no direct pedestrian infrastructure to access. C.950m from Clonsilla Station. Pedestrian access using Royal Canal Way. Royal Canal Way may be used for access to bus routes located on Ongar Distributor Road to the north. Journey along Royal Canal by barges and leisure trip may need to be restricted for certain periods of construction to ensure safety. Construction of pedestrian path along M3 rail line to connect to Hansfield Station for future interchange. Hedge line facing onto the canal is proposed to be removed, pedestrian access to and from the compound may be developed to improve access.</p>	<p>No public transport to the west of the Stirling site. To the east there are a number of bus stops located on the east the Ongar Distributor Road. The compound site is located under a 5-minute drive to the M3 providing access to the M50 for HGVs. Dunboyne Stations located c. 2km north of this compound site. While the existing Hansfield Site is located 1km to the south. The L2222 Stirling Road and bridge located to the west are narrow and may prove difficult with HGVs accessing the site. Traffic may need to be halted while deliveries etc are being made. This would increase journey times for local vehicles.</p>	<p>Existing car park and level ground. Road infrastructure is sufficient to cater to HGVs and deliveries. Minimal need to haul traffic to cater for vehicles. Number of bus services (70, 105, 270) at the entrance to the Station on the L2228. ESB charging point located in the section highlighted as the construction compound. This will need to be accessible to the public that use electric cars for park and ride. Footpaths and cycle lanes provided within the Dunboyne car park and sections of the L2228 heading towards Dunboyne town centre.</p>	<p>Large park and ride facility. This proposed compound site is located right on the M3 and R157. This provides easy access for deliveries and HGVs within minimal disruption to the road network and vehicles. There is an electric car Charge Point to the south west of the compound boundary. Need to ensure that is made accessible for electric car users. Disabled parking located to the east of the compound boundary (directly in front of the station) ensure that it is accessible.</p>	<p>Site located C. 4 min drive (4km) from the M3. M3 Parkway located C. 350-400m away (crow-fly), however, no direct access and so actual travel distance is C. 5km. No bus routes (existing or planned) in the immediate vicinity, closest bus service is in Dunboyne C. 50min walk (4.5km). Footpaths provided on approach roads to site that run parallel to M3, although there are no pedestrian crossings at significant junctions. Site access is located adjacent to cluster of approx. 15 dwellings.</p>

M3 Parkway line Construction Compound Multi Criteria Assessment

Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1: Barberstown 1	Option 2: Barberstown 3	Option 3: Stirling	Option 4: Dunboyne	Option 5: M3 Parkway-on parking	Option 6: M3 Parkway-off parking
2.2	Land Use Integration	Impact on land-use strategies and regional and local plans. Assessment of support for land use factors local land use and planning. Inclusion of project in relevant local and regional planning documents.	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Some comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options
			<p>This Option is located within undeveloped lands that are subject to the Fingal DP 2017 - 2023 Land Use Zoning Objective OS - Open Space "Preserve and provide for open space and recreational amenities". This option goes against the 'Open Space' Objective PM51 "Provide a wide variety of accessible public open spaces, including allotments, community gardens, permaculture parklands and sporting facilities".</p> <p>No planning applications have been granted at this site.</p>	<p>This Option is located within undeveloped lands that are subject to the Fingal DP 2017 - 2023 Land Use Zoning Objective OS - Open Space "Preserve and provide for open space and recreational amenities". This option goes against the 'Open Space' Objective PM51 "Provide a wide variety of accessible public open spaces, including allotments, community gardens, permaculture parklands and sporting facilities".</p> <p>No planning applications have been granted at this site.</p>	<p>This Option is located within greenfield lands that are subject to the Draft Meath County DP 2021 - 2026 Land Use Zoning Objective RA - Rural Area "To protect and promote in a balanced way, the development of agriculture, forestry and rural-related enterprise, biodiversity, the rural landscape, and the built and cultural heritage". This option will temporarily reduce the area of land zoned for 'Rural Area'.</p> <p>No planning applications have been granted at this site.</p>	<p>This option is located within the confines of the existing Dunboyne Train Station. This option will temporarily reduce the number of car parking spaces at the Dunboyne Train Station.</p>	<p>This option is located within the confines of the existing car parking area of the M3 Parkway. This option will temporarily reduce the number of car parking spaces at M3 Parkway.</p>	<p>This Option is located within lands that are subject to the Draft Meath County DP 2021-2026 Land Use Zoning Objective E1: 'To facilitate opportunities for high end technology/ manufacturing and major campus style office based employment within high quality and accessible locations' and Zoning Category E3 'To facilitate logistics, warehousing, distribution and supply chain management inclusive of related industry facilities which require food access to the major road network'. This option will temporarily reduce the area of land zoned E1 'Strategic Employment Zones-High technology uses' and E3 'Warehousing and Distribution'</p> <p>No planning applications have been granted at this site.</p>
2.3	Geographical Integration	Integration of the compounds in nodes of the railway network or in other singular elements of the line.	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options
			<p>The Option 1 is located at a strategic node of the scheme, where the line splits in two (one line towards M3 Parkway, another line leading to Maynooth). Consequently, this location offers an advantage, as it allows the site to serve the two mentioned lines.</p>	<p>The Option 2 is located at a strategic node of the scheme, where the line splits in two (one line towards M3 Parkway, another line leading to Maynooth). Consequently, this location offers an advantage, as it allows the site to serve the two mentioned lines.</p>	<p>This site is not integrated in any node of the network/singular element of the line, which involves a disadvantage.</p>	<p>The compound is located near Dunboyne station. However, its location reduces the availability of car parking spaces and interferes the internal roads of the parking too. This aspect is a disadvantage.</p>	<p>The compound is located near M3 Parkway station. However, its location reduces the availability of car parking spaces and interferes in the internal roads of the parking too. This aspect is a disadvantage.</p>	<p>The compound is located near M3 Parkway station, although there is no direct access to the station. While an actual travel distance of C. 5km is required to reach the station, this site does not impact on parking facilities at the station. This aspect is an advantage.</p>

M3 Parkway line Construction Compound Multi Criteria Assessment

Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1: Barberstown 1	Option 2: Barberstown 3	Option 3: Stirling	Option 4: Dunboyne	Option 5: M3 Parkway-on parking	Option 6: M3 Parkway-off parking
2.4	Other Government Policy	Integration with Government Policy, Smarter Travel, Investment Programmes, rail safety, electrification, etc.	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
			DART+ West is supported by higher level policies such as Project Ireland 2040, RPGs, Transport Strategy for GDA. Not a differentiator.	DART+ West is supported by higher level policies such as Project Ireland 2040, RPGs, Transport Strategy for GDA. Not a differentiator.	DART+ West is supported by higher level policies such as Project Ireland 2040, RPGs, Transport Strategy for GDA. Not a differentiator.	DART+ West is supported by higher level policies such as Project Ireland 2040, RPGs, Transport Strategy for GDA. Not a differentiator.	DART+ West is supported by higher level policies such as Project Ireland 2040, RPGs, Transport Strategy for GDA. Not a differentiator.	DART+ West is supported by higher level policies such as Project Ireland 2040, RPGs, Transport Strategy for GDA. Not a differentiator.
3.1	Noise and Vibration	Overall potential significant impacts due to construction noise & vibration on nearby sensitive locations.	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
			Located close to more sensitive properties than other options. Piper Court apartment block within 100m.	Located close to more sensitive properties than other options. Piper Court apartment block within 100m.	Only 2 sensitive properties within 100m. Therefore, lower potential for impacts.	10 sensitive properties within 100m which increases the risk of noise impacts.	Only 1 sensitive property within 100m. Therefore, lower potential for impacts.	9 sensitive properties within 100m, all of which are adjacent to the existing road that will be used for access to the construction compound, which increases the risk of noise impacts
3.2	Air Quality and Climate	Local air quality effects. Number of receptors within 50m.	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
			Located within 50m of 2 residential properties, 1 air quality sensitive ecological receptor. Potential for impact is not significant when mitigation measures are put in place. Haul route access is long off main M3 and passes a higher number of sensitive receptors.	Located within 50m of 1 residential property and 1 air quality sensitive ecological receptor. New housing estate under construction however looks unlikely that properties will fall within 50m. Potential for impact is not significant when mitigation measures are put in place. Haul route access is long off main M3 and passes a higher number of sensitive receptors.	Located within 50m of 2 residential properties and no air quality sensitive ecological receptor within 50m. Potential for impact is not significant when mitigation measures are put in place. Haul route access preferable to Barberstown, comparable to Dunboyne.	Located within 50m of 2 residential properties and no air quality sensitive ecological receptor within 50m. Potential for impact is not significant when mitigation measures are put in place. Accessible from M3, passing some linear development.	1 residential property and no air quality sensitive ecological receptor within 50m. Potential for impact is not significant when mitigation measures are put in place. Access route short from main M3 and away sensitive receptors, most preferable.	Located within 50m of 4 residential properties and no air quality sensitive ecological receptor within 50m. Potential for impact is not significant when mitigation measures are put in place. Accessible from M3 passing some linear development.

M3 Parkway line Construction Compound Multi Criteria Assessment

Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1: Barberstown 1	Option 2: Barberstown 3	Option 3: Stirling	Option 4: Dunboyne	Option 5: M3 Parkway-on parking	Option 6: M3 Parkway-off parking
3.3	Landscape and Visual (including light)	Key landscape characteristics affected; Effects on listed / key views / views from properties; Impact on landscape character.	Some comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Some comparative advantage over other options	Significant comparative advantage over other options	Some comparative disadvantage over other options
			Compound located within narrow field between railway and Royal Canal. Access will impact on existing mature trees and is in proximity to canal-side cottage. Zoned Open Space / Nature Development Area. Boundary of compound area should be set back min 10m from canal boundary hedgerow.	Compound located within arable field northwest of Royal Canal. Zoned Open Space. Boundary of compound area should be set back min 10m from canal boundary hedgerow.	Site partly enclosed by tall vegetation - however, openly overlooked from 'Sunny Bank House' to immediate east and from Athdara House located immediately west of rail line. Road access will require removal of tree-lined hedgerow (and section of timber fencing) for entrance and sightlines. Boundary of compound area should be set back min 10m from boundary hedgerows.	Compound located in an urbanised area within existing Dunboyne Car Park - no notable landscape/visual features	Compound located within existing large M3 Parkway Car Park - no notable landscape/visual features.	Compound located within greenfield area zoned E1 'Strategic Employment Zones-High technology uses' and E3 'Warehousing and Distribution'. Temporary visual impact to 5 residential properties
3.4	Biodiversity (flora and fauna)	Potential compliance/conflict with biodiversity objectives; Indirect impacts on protected species, designated sites; Overall effect on nature conservation resource.	Significant comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Some comparative disadvantage over other options
			This compound is located in a grassland fields between the railway and canal. Trees and scrub encroaching around field boundaries particularly on eastern side. The majority of the site lies within the Royal Canal pNHA. Loss of mature trees, grassland and scrub habitat anticipated. There is potential for water quality, noise and lighting impacts within the pNHA.	This compound is located within agricultural grassland. The southern boundary is within the Royal Canal pNHA. Loss of treeline along field boundary is anticipated to accommodate road access. There is potential for water quality, noise and lighting impacts within the pNHA.	This compound is located within grassland field next to the railway. Loss of treeline/ Hedgerow habitat anticipated at access point.	This option is located on built ground within the existing carpark. The site is not near or hydrologically connected to any watercourse or designated site.	The compound is located on built ground within the existing carpark. The site is located approx. 60m from the River Tolka which is of high ecological value and connected to European designated sites downstream.	Compound located on grassland greenfield. The site is located c. 50 from the River Tolka which is of high ecological value and connected to European designated sites downstream. There is a potential for water quality, noise and lighting impacts.

M3 Parkway line Construction Compound Multi Criteria Assessment

Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1: Barberstown 1	Option 2: Barberstown 3	Option 3: Stirling	Option 4: Dunboyne	Option 5: M3 Parkway-on parking	Option 6: M3 Parkway-off parking
3.5	Cultural, Archaeological and Architectural Heritage	Overall effect on cultural, archaeological and architecture heritage resource. Likely effects on RPS, National Monuments, SMRs, Conservation areas, etc. Number of designated sites/structures (by level of designation) directly impacted by scheme (land take).	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options
			This option is located immediately south of Pakenham Bridge (RPS no. 0711) and is likely to have an impact on its setting. This option is also adjacent to the Royal Canal (RPS) and is likely to have an indirect impact on its setting. Potential to encounter unknown archaeological deposits on greenfield sites.	This option is located immediately north of Pakenham Bridge (RPS no. 0711) and is likely to have an impact on its setting. This option is also adjacent to the Royal Canal (RPS) and is likely to have an indirect impact on its setting. Potential to encounter unknown archaeological deposits on greenfield sites.	No known heritage resources recorded. Potential to encounter unknown archaeological deposits on greenfield sites.	This Option is located on made ground within the confines of car parking area at Dunboyne Train Station. Indirect impacts are likely to the setting of Dunboyne Bridge (NIAH Reg. No. 14341002), a cultural heritage site.	This Option is located on made ground within the confines of car parking area at Dunboyne Train Station. No recorded cultural, archaeological and architecture heritage resources present on site.	No known heritage resources recorded. Potential to encounter unknown archaeological deposits on greenfield sites.
3.6	Water Resources	Overall potential significant effects on water resource attribute likely to be affected during construction and operation.	Some comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
			Area liable to flood identified to the west of option location on opposite side of canal. Flood risk to the site is likely low. This option is also located on the banks of the Royal Canal (pNHA) and has potential for causing water quality impacts on this waterbody.	Area liable to flood identified to the west of option location. May flood portion of site in extreme events. This option is also located on the banks of the Royal Canal (pNHA), c. 20m from the water's edge, and has potential for causing water quality impacts on this waterbody.	This option does not lie within or adjacent to any areas identified as liable to flood. This option is located c. 300m from the closest surface waterbody (Hilltown Stream) and has likely low potential for causing water quality impacts on this waterbody.	The closest area of probable flooding is located c. 250m from the option location (CFRAM Flood Maps). The most recent flood event occurred in 2005 and extended up to the western boundary of the site. The closest surface waterbody to the site is the Dunboyne Stream and the River Tolka which are located c. 270m and c. 470m from this option respectively. This option is likely to have low potential for causing water quality impacts on these watercourses.	The closest area of probable flooding (high probability) is only c. 50m west of the option location (CFRAM Flood Maps). The most recent flood event occurred within this area, c. 50m west of the site in 2005. This option is located c. 50m from the River Tolka however as this option is located within built ground of the M3 Parkway car parking area, there is a low potential for water quality impacts on this watercourse.	The closet area of probable flooding (high probability) is c.100m west of the option location (CFRAM Flood Maps). This option lies within an area of probable flooding (high probability) as identified in the CFRAMS. The site is bounded to the south by a minor watercourse which confluences with the Lyreen River 200m downstream and as such has an elevated risk for causing water quality impacts.

M3 Parkway line Construction Compound Multi Criteria Assessment

Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1: Barberstown 1	Option 2: Barberstown 3	Option 3: Stirling	Option 4: Dunboyne	Option 5: M3 Parkway-on parking	Option 6: M3 Parkway-off parking
3.7	Agriculture and Non-Agricultural	Overall impact on land take & property. Number of properties to be impacted/acquired. Likely temporary or permanent severance effects, etc.	Significant comparative disadvantage over other options	Some comparative disadvantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
			This option is located on agricultural lands between the Royal Canal and rail line with limited access from the local road. The field is comprised of permanent pasture used for extensive livestock grazing. This option is located in close proximity (from 25m) to an equine yard south of the rail line with equine facilities present for intensive interaction with horses. The equine yard has a level of screening along the rail line. The direct impacts on agricultural property include land take. Indirect impacts of noise / visual impact on the equine operation will be of greater significance.	This option is located on agricultural lands adjoining the Royal Canal. The field is comprised of grassland used for livestock grazing and / or fodder production. This option is located in proximity (ranging from 90-110m) to an equine yard south of the rail line with equine facilities present for intensive interaction with horses. There is a moderate level of screening along the canal and rail line. The direct impacts on agricultural property include land take and impact on access to the remaining field area. Indirect impacts of noise / visual impact on the equine operation will be of moderate significance.	This option is located on agricultural lands on a single farm holding. It is a small holding comprised of grassland used for livestock grazing. The direct impacts on agricultural property include temporary land take.	This option is located on non-agricultural lands in use as the Dunboyne Train Station car park. The direct impact will be a reduction in parking area.	This option is located on non-agricultural lands within the M3 Parkway. The direct impact will be a reduction in parking area.	Currently a greenfield site, according to Draft Meath CDP the land is zoned for non-agricultural purposes under the land use zoning objective E1 'Strategic Employment Zones-High technology uses' and E3 'Warehousing and Distribution'. Direct impact on greenfield site due to temporary land take.
3.8	Geology and Soils (including Waste)	Soils and Geology and likely impact on geological resources based on preliminary/likely construction details. Likely soil resources to be developed/removed. Existing information relating to potential to encounter contaminated land. High-level assessment based on the likely structures/ works required and the potential for ground contamination due to historic landfills, pits and quarries.	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
			This option lies on greenfield lands and has the potential to result in some loss of soil resources and soil sealing. There are no geological heritage sites in the area. Potential for contaminated land is unknown.	This option lies on greenfield lands and has the potential to result in some loss of soil resources and soil sealing. There are no geological heritage sites in the area. Potential for contaminated land is unknown.	This option lies on greenfield lands and has the potential to result in some loss of soil resources and soil sealing. There are no geological heritage sites in the area. Potential for contaminated land is unknown.	This option lies on made ground, and therefore the development would not result in any loss of soil resources or soil sealing. There are no geological heritage sites in the area. Potential for contaminated land is unknown.	This option lies on made ground, and therefore the development would not result in any loss of soil resources or soil sealing. There are no geological heritage sites in the area. Potential for contaminated land is unknown.	This option lies on greenfield lands and has the potential to result in some loss of soil resources and soil sealing. There are no geological heritage sites in the area. Potential for contaminated land is unknown.

M3 Parkway line Construction Compound Multi Criteria Assessment

Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1: Barberstown 1	Option 2: Barberstown 3	Option 3: Stirling	Option 4: Dunboyne	Option 5: M3 Parkway-on parking	Option 6: M3 Parkway-off parking
3.9	Radiation and Stray Current	Overall likely impact on nearby receptors.	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
			There is no EMI or EMR impacts expected to arise from this option.	There is no EMI or EMR impacts expected to arise from this option.	There is no EMI or EMR impacts expected to arise from this option.	There is no EMI or EMR impacts expected to arise from this option.	There is no EMI or EMR impacts expected to arise from this option.	There is no EMI or EMR impacts expected to arise from this option.
4 Accessibility & Social inclusion	4.1	Impact on Vulnerable Groups Impacts on low-income groups, non-car owners, people with a disability. Quantification of increased service levels to these groups; Quantification of infrastructure and rolling stock improvements aimed at these groups; distribution of consumers surplus.	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
			The compound does not cause any impact on vulnerable groups. Not a differentiator.	The compound does not cause any impact on vulnerable groups. Not a differentiator.	The compound does not cause any impact on vulnerable groups. Not a differentiator.	The compound does not cause any impact on vulnerable groups. Not a differentiator.	The compound does not cause any impact on vulnerable groups. Not a differentiator.	The compound does not cause any impact on vulnerable groups. Not a differentiator.
	4.2	Pedestrians Accessibility to Stations Impact on the accessibility of pedestrians to station buildings.	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
			The nearest stations to the site are Clonsilla and Hansfield. The access of passengers to them is not impacted. Not a differentiator.	The nearest stations to the site are Clonsilla and Hansfield. The access of passengers to them is not impacted. Not a differentiator.	The nearest stations to the site are Hansfield and Dunboyne. The access of passengers to them is not impacted. Not a differentiator.	The pedestrian area around the building station maintains its geometric characteristics and it is still accessible. The footbridge connecting the platforms remains accessible too. So, the compound does not have any advantage nor disadvantage regarding this criterion. Not a differentiator.	The pedestrian area around the building station maintains its geometric characteristics and it is still accessible. The footbridge connecting the platforms remains accessible too. So, the compound does not have any advantage nor disadvantage regarding this criterion. Not a differentiator.	The nearest station to the site is M3 Parkway. The access of passengers to the station is not impacted. Not a differentiator.
	4.3	Impact on Social Inclusion Quantification of service levels impacts including severance to all groups	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
			The installation of the compound is not related to this criterion as defined by the Common Appraisal Framework. Not a differentiator.	The installation of the compound is not related to this criterion as defined by the Common Appraisal Framework. Not a differentiator.	The installation of the compound is not related to this criterion as defined by the Common Appraisal Framework. Not a differentiator.	The installation of the compound is not related to this criterion as defined by the Common Appraisal Framework. Not a differentiator.	The installation of the compound is not related to this criterion as defined by the Common Appraisal Framework. Not a differentiator.	The installation of the compound is not related to this criterion as defined by the Common Appraisal Framework. Not a differentiator.

M3 Parkway line Construction Compound Multi Criteria Assessment

Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1: Barberstown 1	Option 2: Barberstown 3	Option 3: Stirling	Option 4: Dunboyne	Option 5: M3 Parkway-on parking	Option 6: M3 Parkway-off parking		
5	Safety	4.4	Accessibility by road	Existence or not of a suitable main road providing access to the compound location.	Significant comparative disadvantage over other options The compound is accessible from R121 which links to the Milestown Road (local road) from the south and the R149 Barnhill Road which joins Barberstown Lane (local road) from the North.	Significant comparative disadvantage over other options The compound is accessible from R121 which links to the Milestown Road (local road) from the south and the R149 Barnhill Road which joins Barberstown Lane (local road) from the North.	Some comparative advantage over other options This compound is accessible via the M3 Motorway which connects to the R149 Clonee Road and Stirling Road (local road).	Some comparative advantage over other options This compound is accessible from the M3 Motorway via the Old Navan Road and L2228.	Significant comparative advantage over other options This compound has a direct connection to the M3 Motorway.	Some comparative disadvantage over other options The compound is accessible from the L2225, which links to the M3 via the R164 and R147.
		5.1	Rail Safety	Safety for rail users.	Significant comparative advantage over other options The operation of the compound does not interfere in rail user safety.	Significant comparative advantage over other options The operation of the compound does not interfere in rail user safety.	Significant comparative advantage over other options The operation of the compound does not interfere in rail user safety.	Significant comparative disadvantage over other options The cars accessing/leaving the parking and their occupants entering/exiting the building station are in conflict with the construction traffic. This fact represents a drawback for Option 4.	Significant comparative disadvantage over other options The cars accessing/leaving the parking and their occupants entering/exiting the building station are in conflict with the construction traffic. This fact represents a drawback for Option 5.	Significant comparative advantage over other options The operation of the compound does not interfere in rail user safety.
		5.2	Vehicular Traffic Safety	Quality of access for these road users, lengths of diversions, removal of interface with rail and other modes of transport.	Significant comparative disadvantage over other options The length of access route along secondary roads is similar to that of Option 2 and bigger than Option 3's and Option 4's.	Significant comparative disadvantage over other options The length of access route along secondary roads is similar to that of Option 1 and bigger than Option 3's and Option 4's.	Some comparative advantage over other options The length of access route along secondary roads is similar to that of Option 4 and smaller than Option 1's and Option 2's.	Some comparative advantage over other options The length of access route along secondary roads is similar to that of Option 3 and smaller than Option 1's and Option 2's.	Significant comparative advantage over other options Option 5 is located adjacent to M3. The construction traffic will run mainly on the M3 (The distance to run on secondary roads is almost null). Since a motorway offers better safety conditions than an ordinary road, the circulation on the M3 is safer, which gives an advantage to Option 5.	Significant comparative disadvantage over other options The length of access route along secondary roads is similar to that of Options 1 and 2 and larger than Options 3 and 4.

M3 Parkway line Construction Compound Multi Criteria Assessment

M3 Parkway line Construction Compound Multi Criteria Assessment									
Parameter	Criteria	Sub-Criteria (Quantitative Qualitative)	Option 1: Barberstown 1	Option 2: Barberstown 3	Option 3: Stirling	Option 4: Dunboyne	Option 5: M3 Parkway-on parking	Option 6: M3 Parkway-off parking	
5.3	Pedestrian, Cyclist and Vulnerable Road User Safety	Quality of access for these road users, removal of interfaces.	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Significant comparative advantage over other options	Significant comparative disadvantage over other options	
			The presence of pedestrians, cyclists or vulnerable users is more likely to occur on ordinary roads. The length of ordinary roads on Option 1 route is similar to that of Option 2 and bigger than Option3's and Options 4's. The existence of a narrow section of access route means worse safety conditions.	The presence of pedestrians, cyclists or vulnerable users is more likely to occur on ordinary roads. The length of ordinary roads on Option 2 route is similar to that of Option 1 and bigger than Option3's and Options 4's.	The presence of pedestrians, cyclists or vulnerable users is more likely to occur on ordinary roads. The length of ordinary roads on Option 3 route is similar to that of Option 4 and smaller than Option1's and Options 2's.	The presence of pedestrians, cyclists or vulnerable users is more likely to occur on ordinary roads. The length of ordinary roads on Option 4 route is similar to that of Option 3 and smaller than Option1's and Options 2's.	The presence of pedestrians, cyclists or vulnerable users is unlikely to happen, as the access route runs almost entirely on M3. Option 5 offers an advantage in relation to safety of these road users.	The presence of pedestrians, cyclists or vulnerable users is more likely to occur on ordinary roads. The length of ordinary roads on Option 6 route is similar to that of Options 1 and 2 and larger than Options 3 and 4.	
6	Physical Activity	6.1	Connectivity to adjoining cycling/pedestrian facilities	Analysis of the compatibility with cycle/pedestrian tracks.	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
					Option 1 does not present advantage nor disadvantage regarding the connectivity to adjoining cycling/pedestrian facilities. Not a differentiator.	Option 2 does not present advantage nor disadvantage regarding the connectivity to adjoining cycling/pedestrian facilities. Not a differentiator.	Option 3 does not present advantage nor disadvantage regarding the connectivity to adjoining cycling/pedestrian facilities. Not a differentiator.	Option 4 does not present advantage nor disadvantage regarding the connectivity to adjoining cycling/pedestrian facilities. Not a differentiator.	Option 5 does not present advantage nor disadvantage regarding the connectivity to adjoining cycling/pedestrian facilities. Not a differentiator.

MCA SUMMARY. M3 PARKWAY LINE CONSTRUCTION COMPOUND							
	Parameter	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
1	Economy	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Significant comparative disadvantage over other options
2	Integration	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options
3	Environment	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Significant comparative advantage over other options	Some comparative disadvantage over other options
4	Accessibility & Social inclusion	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Significant comparative advantage over other options	Some comparative disadvantage over other options
5	Safety	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Some comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative disadvantage over other options
6	Physical Activity	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
	Preferred Option	No	No	No	No	Yes	No