

East Meath - North Dublin Grid Upgrade Environmental Impact Assessment Report (EIAR): Volume 3

Appendix A13.3 - Archaeology, Architectural Heritage, and Cultural Heritage Impact Assessment

EirGrid

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Appendix A13.3 Archaeology, Architectural Heritage, and Cultural Heritage Impact Assessment

This Appendix contains the following impact assessment tables:

- Table 1: Impacts on Archaeology During Construction;
- Table 2: Impacts on Architectural Heritage during Construction;
- Table 3: Impacts on GDLs during Construction;
- Table 4: Impacts on Cultural Heritage during Construction;
- Table 5: Impacts on LiDAR Assets during Construction;
- Table 6: Impacts on Townland Boundaries during Construction; and
- Table 7: Impacts on GDLs during Operation.

Table 1: Impacts on Archaeology During Construction

Route Section	Townland	County	Unique Reference Number	Legal Status	Reference Number	Type	Significance	Impact	Impact Description	Magnitude of Impact	Significance of Impact	Mitigation	Residual Magnitude	Residual Significance of Impact
On-road	Ballintry	Meath	AY_18	Recorded Monument	ME051-002	Enclosure	Medium	Direct Negative Permanent	The Proposed Development is located within the Zone of Notification of this Recorded Monument (AY_18). While the Proposed Development is within the existing roadline in this location, which is likely to have removed or truncated any archaeological remains associated with this monument that may have been present, construction would have a direct impact on any archaeological remains that may survive.	Low	Slight	Archaeological monitoring of work within the Zone of Notification during construction.	Very Low / Negligible	Not significant
On-road	Ward Lower	Dublin	AY_23	Recorded Monument; Protected Structure	DU011-039001	Church	High	Direct Negative Permanent	The Proposed Development is located within the Zone of Notification of this Recorded Monument (AY_23). While the Proposed Development is within the existing roadline in this location, which is likely to have removed or truncated any archaeological remains associated with this monument that may have been present, construction would have a direct impact on any archaeological remains that may survive.	Low	Slight	Archaeological monitoring of work within the Zone of Notification during construction.	Very Low / Negligible	Not significant
								Indirect Negative Temporary	The movement and operation of plant during construction of the Proposed Development would introduce a source of temporary (lasting the duration of construction in this location) noise and visual intrusion into the setting of this asset. This asset's key cultural heritage characteristics (its physical remains, location within and relationship with the surrounding church yard/memorials, its association with a churchyard in continued use, and roadside and rural location) would remain unaffected.	Low	Slight	None	Low	Slight
On-road	Ward Lower	Dublin	AY_24	Recorded Monument; Protected Structure	DU011-039002	Graveyard	High	Direct Negative Permanent	The Proposed Development is located within the Zone of Notification of this Recorded Monument (AY_24). While the Proposed Development is within the existing roadline in this location, which is likely to have removed or truncated any archaeological remains associated with this monument that may have been present, construction would have a direct impact on any archaeological remains that may survive.	Low	Slight	Archaeological monitoring of work within the Zone of Notification during construction.	Very Low / Negligible	Not significant
									In addition, there is the potential for accidental damage to the boundary wall forming part of this asset given its location adjacent to the R121.	High	Very Significant	Protection during construction.	Low	Slight
								Indirect Negative Temporary	The movement and operation of plant during construction of the Proposed Development would introduce a source of temporary (lasting the duration of construction in this location) noise and visual intrusion into the setting of this asset. However, this asset's key cultural heritage characteristics including the relationship between the church and graveyard, roadside and rural location, and the graveyards continued use would remain unaffected.	Low	Slight	None	Low	Slight
On-road	Ward Upper	Dublin	AY_25	Recorded Monument	DU011-068	Castle - unclassified	Medium	Direct Negative Permanent	The Proposed Development is located within the Zone of Notification of this Recorded Monument (AY_25). While the Proposed Development is within the existing roadline in this location, which is likely to have removed or truncated any archaeological remains associated with this monument that may have been present, construction would have a direct impact on any archaeological remains that may survive.	Low	Slight	Archaeological monitoring of work within the Zone of Notification during construction.	Very Low / Negligible	Not significant
On-road	Common	Dublin	AY_29	Recorded Monument	DU011-023001	Ringfort - unclassified	Medium	Direct Negative Permanent	The Proposed Development is located within the Zone of Notification of this Recorded Monument (AY_29). While the Proposed Development is within the existing roadline in this location, which is likely to have removed or truncated any archaeological remains associated with this monument that may have been present, construction would have a direct impact on any archaeological remains that may survive.	Low	Slight	Archaeological monitoring of work within the Zone of Notification during construction.	Very Low / Negligible	Not significant
HDD launch pit	Forrest Great	Dublin	AY_41	Recorded Monument	DU011-043	Ringfort - unclassified	Medium	Direct Negative Permanent	The Proposed Development is located within the Zone of Notification of this Recorded Monument (AY_41). While the Proposed Development is within the existing roadline in this location, which is likely to have removed or truncated any archaeological remains associated with this monument that may have been present, construction would have a direct impact on any archaeological remains that may survive.	Low	Slight	Archaeological monitoring of work within the Zone of Notification during construction.	Very Low / Negligible	Not significant
On-road	Cloghran	Dublin	AY_43	Recorded Monument	DU011-046	Ringfort - unclassified	Medium	Direct Negative Permanent	The Proposed Development is located within the Zone of Notification of this Recorded Monument (AY_43). While the Proposed Development is within the existing roadline in this location, which is likely to have removed or truncated any archaeological remains associated with this monument that may have been present, construction would have a direct impact on any archaeological remains that may survive.	Low	Slight	Archaeological monitoring of work within the Zone of Notification during construction.	Very Low / Negligible	Not significant
Off-road	Cloghran	Dublin	AY_47	Recorded Monument	DU015-001	Mound	Medium	Direct Negative Permanent	Construction of the Proposed Development between Chainage 34850 and Chainage 34950 would remove any archaeological remains associated with this asset.	Very High	Very Significant	Archaeological excavation. This would be informed by archaeological geophysical	Medium	Moderate

Route Section	Townland	County	Unique Reference Number	Legal Status	Reference Number	Type	Significance	Impact	Impact Description	Magnitude of Impact	Significance of Impact	Mitigation	Residual Magnitude	Residual Significance of Impact
												survey and archaeological test excavation.		

Table 2: Impacts on Architectural Heritage during Construction

No direct or indirect impacts were identified for architectural heritage during construction of the Proposed Development.

Table 3: Impacts on GDLs during Construction

Route Section	Townland	County	Unique Reference Number	Legal Status	Reference Number	Type	Significance	Impact	Impact Description	Magnitude of Impact	Significance of Impact	Mitigation	Residual Magnitude	Residual Significance of Impact
Watercourse crossing	Priest Town	Dublin	DL_04	None	NIAH 5156	GDL	Medium	Direct Negative Permanent	Construction of the watercourse crossing at Chainage 18,200 would remove an area of woodland and c. 120m of boundary associated with this demesne.	Medium	Moderate	Photographic and written record of the impacted elements of GDLs	Low	Slight
								Indirect Negative Temporary	The movement and operation of plant during construction of the Proposed Development would introduce a source of temporary (lasting the duration of construction in this location) noise and visual intrusion into this asset.	Low	Slight	None	Low	Slight
Off-road	Hollystown; Hollywood; Hollywoodrath; Spricklestown	Dublin	DL_05	None	NIAH 2267	GDL	Medium	Direct Negative Permanent	Construction of the Proposed Development between Chainage 21550 and Chainage 22550, including Joint Bays 29 and 30, would remove sections of four extant boundaries associated with this demesne.	Low	Slight	Photographic and written record of the impacted elements of GDLs	Very Low / Negligible	Not significant
								Indirect Negative Temporary	The movement and operation of plant during construction of the Proposed Development would introduce a source of temporary (lasting the duration of construction in this location) noise and visual intrusion into this asset.	Low	Slight	None	Low	Slight
Off-road	Middletown	Dublin	DL_15	None	-	GDL	Very Low / Negligible	Direct Negative Permanent	Construction of the Proposed Development between Chainage 36550 and Chainage 36825 would remove sections of two extant external boundaries and one remaining internal boundary associated with this demesne.	Low	Slight	Photographic and written record of the impacted elements of GDLs	Very Low / Negligible	Imperceptible
								Indirect Negative Temporary	The movement and operation of plant during construction of the Proposed Development would introduce a source of temporary (lasting the duration of construction in this location) noise and visual intrusion into this asset.	Low	Slight	None	Low	Slight
Off-road	Glebe	Dublin	DL_16	None	-	GDL	Low	Direct Negative Permanent	Construction of the Proposed Development between Chainage 35150 and Chainage 35425 would remove sections of two extant boundaries associated with this demesne. However, the overall legibility of this demesne would be unaffected.	Low	Not Significant	Photographic and written record of the impacted elements of GDLs	Very Low / Negligible	Imperceptible
								Indirect Negative Temporary	The movement and operation of plant during construction of the Proposed Development would introduce a source of temporary (lasting the duration of construction in this location) noise and visual intrusion into this asset.	Low	Slight	None	Low	Slight

Table 4: Impacts on Cultural Heritage during Construction

Route Section	Townland	County	Unique Reference Number	Legal Status	Reference Number	Type	Significance	Impact	Impact Description	Magnitude of Impact	Significance of Impact	Mitigation	Residual Magnitude	Residual Significance of Impact
On-road	Blackhall Big	Meath	CH_01	None	-	Roadside house	Low	Indirect Negative Temporary	The movement and operation of plant during construction of the Proposed Development would introduce a source of temporary (lasting the duration of construction in this location) noise and visual intrusion into the setting of this asset. However, it is anticipated any intrusion would be temporary (lasting the duration of construction in each location) and this asset's key characteristics (its historic fabric, limited architectural interest and roadside location) would remain unaffected.	Low	Slight	None	Low	Slight
On-road	Staffordstown Little	Meath	CH_04	None	-	Roadside house	Very Low / Negligible	Indirect Negative Temporary	The movement and operation of plant during construction of the Proposed Development would introduce a source of temporary (lasting the duration of construction in this location) noise and visual intrusion into the setting of this asset. However, it is anticipated any intrusion would be temporary (lasting the duration of construction in each location) and this asset's key characteristics (its historic fabric, limited architectural interest and roadside location) would remain unaffected.	Low	Not Significant	None	Low	Not Significant
On-road	Ballymagillin	Meath	CH_12	None	-	Courtyard farm	Low	Indirect Negative Temporary	The movement and operation of plant during construction of the Proposed Development would introduce a source of temporary (lasting the duration of construction in this location) noise and visual intrusion into the setting of this asset. However, it is anticipated any intrusion would be temporary (lasting the duration of construction in each location) and this asset's key characteristics (its historic fabric, limited architectural interest and roadside location) would remain unaffected.	Very Low / Negligible	Not Significant	None	Very Low / Negligible	Not Significant
On-road	Whitesland	Meath	CH_13	None	-	House	Low	Indirect Negative Temporary	The movement and operation of plant during construction of the Proposed Development would introduce a source of temporary (lasting the duration of construction in this location) noise and visual intrusion into the setting of this asset. However, it is anticipated any intrusion would be temporary (lasting the duration of construction in each location) and this asset's key characteristics (its historic fabric, limited architectural interest and roadside location) would remain unaffected.	Low	Slight	None	Low	Slight
Watercourse crossing	Belgree	Meath	CH_15	None	-	Road bridge	Low	Direct Negative Permanent	While the road bridge (CH_15) in Belgree would be avoided for the watercourse crossing at Chainage 18200 there is the potential for accidental damage to this structure during construction.	High	Slight	Protection during construction.	Very Low / Negligible	Imperceptible
On-road	Ward Upper	Dublin	CH_24	None	-	House	Low	Indirect Negative Temporary	The movement and operation of plant during construction of the Proposed Development would introduce a source of temporary (lasting the duration of construction in this location) noise and visual intrusion into the setting of this asset. However, it is anticipated any intrusion would be temporary (lasting the duration of construction in each location) and largely screened by the existing boundaries. This asset's key characteristics (its historic fabric, limited architectural interest and roadside location) would remain unaffected.	Low	Slight	None	Low	Slight
On-road	Newpark	Dublin	CH_25	None	-	Agricultural ranges	Low	Indirect Negative Temporary	The movement and operation of plant during construction of the Proposed Development would introduce a source of temporary (lasting the duration of construction in this location) noise and visual intrusion into the setting of this asset. However, it is anticipated any intrusion would be temporary (lasting the duration of construction in each location) and this asset's key characteristics (its historic fabric, limited architectural interest, roadside location, and continued use as a farm) would remain unaffected.	Very Low / Negligible	Not Significant	None	Very Low / Negligible	Not Significant
On-road	Ballystrahan	Dublin	CH_29	None	-	House	Low	Indirect Negative Temporary	The movement and operation of plant during construction of the Proposed Development would introduce a source of temporary (lasting the duration of construction in this location) noise and visual intrusion into the setting of this asset. However, it is anticipated any intrusion would be temporary (lasting the duration of construction in each location) and this asset's key characteristics (its historic fabric, limited architectural interest and roadside location) would remain unaffected.	Low	Slight	None	Low	Slight
Off-road	Clonshaugh	Dublin	CH_32	None	-	Field system	Low	Direct Negative Permanent	Construction of the Proposed Development between Chainage 37,000 to Chainage 37,600 would remove approximately half of this asset.	Medium	Slight	Archaeological excavation. This would be informed by archaeological geophysical survey and archaeological test excavation.	Very Low / Negligible	Imperceptible
Off-road	Cloghran	Dublin	CH_33	None	-	Farm	Low	Indirect Negative Temporary	The movement and operation of plant during construction of the Proposed Development would introduce a source of temporary (lasting the duration of construction in this location) noise and visual intrusion into the setting of this asset. However, it is anticipated any intrusion would be temporary (lasting the duration of construction in each location) and this asset's key characteristics (its historic fabric, limited architectural interest, roadside location and continued use as a farm) would remain unaffected.	Very Low / Negligible	Not Significant	None	Very Low / Negligible	Not Significant
Off-road	Middletown	Dublin	CH_34	None	-	House (site of)	Very Low / Negligible	Direct Negative	Construction of the Proposed Development between Chainage 36,550 and Chainage 36,600 would remove this asset.	High	Not significant	Archaeological monitoring during construction.	Medium	Imperceptible

Route Section	Townland	County	Unique Reference Number	Legal Status	Reference Number	Type	Significance	Impact	Impact Description	Magnitude of Impact	Significance of Impact	Mitigation	Residual Magnitude	Residual Significance of Impact
								Permanent						
Off-road	Gallanstown	Dublin	CH_53	None	-	Quarry	Very Low / Negligible	Direct Negative Permanent	Construction of the Proposed Development at Chainage 22,050 would wholly remove this asset.	High	Not Significant	Archaeological monitoring during construction.	Medium	Imperceptible
On-road	Culcommon	Meath	CH_59	None	-	Field system	Low	Direct Negative Permanent	Construction of the Proposed Development between Chainage 3,725 and Chainage 2,850, including the Passing Bay for Joint Bay 5, would remove a short section of former field boundary forming part of this asset.	Low	Slight	Archaeological excavation. This would be informed by archaeological geophysical survey and archaeological test excavation.	Very Low / Negligible	Imperceptible
Off-road	Woodland	Meath	CH_62	None	-	Ring ditches	Medium	Direct Negative Permanent	Construction of the off-road section between ch.325 - ch.725 would remove ring-ditches forming part of this asset.	Very High	Very Significant	Archaeological excavation. This would be informed by archaeological geophysical survey and archaeological test excavation.	Medium	Slight
On-road	Piercetown	Meath	CH_63	None	-	Pump	Low	Direct Negative Permanent	While the roadside pump (CH_63) in Piercetown would be retained there is the potential for accidental damage to this structure during construction given location approximately 4m to the north of the Proposed Development (Chainage 13,920).	High	Slight	Protection during construction.	Very Low / Negligible	Imperceptible
Off-road	Cullendragh	Meath	CH_67	None	-	Ring ditches	Medium	Direct Negative Permanent	Construction of the off-road section between ch.3,100 - ch.3,300 would remove curvi-linear features forming part of this asset.	High	Significant	Archaeological excavation. This would be informed by archaeological geophysical survey and archaeological test excavation.	Medium	Slight
Off-road	Cullendragh	Meath	CH_68	None	-	Field boundary	Very Low / Negligible	Direct Negative Permanent	Construction of the off-road section at ch.3,450 would remove this asset.	High	Not Significant	Archaeological monitoring during construction.	Low	Imperceptible
On-road; TCC5	Dunboyne	Meath	CH_71	None	-	House	Low	Indirect Negative Temporary	Construction activities would have an indirect impact on the setting of this cultural heritage asset. However, it is anticipated any intrusion would be temporary (lasting the duration of construction in each location).	Low	Not Significant	None	Low	Not Significant
TCC4	Shallon	Dublin	CH_75	None	-	Enclosure	Medium	Direct Negative Permanent	Construction of the TCC4 between Chainage 26,800 and Chainage 26,925 would remove half of this asset.	High	Significant	Archaeological excavation. This would be informed by archaeological geophysical survey and archaeological test excavation.	Medium	Slight
								Indirect Negative Temporary	Construction activities would have an indirect impact on the setting of this cultural heritage asset. However, it is anticipated any intrusion would be temporary (lasting the duration of construction in each location).	Low	Slight	None	Low	Slight
Off-road	Stockhole	Dublin	CH_78	None	-	Ring ditches	Medium	Direct Negative Permanent	Construction of the Proposed Development between Chainage 35,750 and Chainage 35,950 would wholly remove this asset.	Very High	Very Significant	Archaeological excavation. This would be informed by archaeological geophysical survey and archaeological test excavation.	Medium	Slight
Off-road	Stockhole	Dublin	CH_80	None	-	House (Site of)	Very Low / Negligible	Direct Negative Permanent	Construction of the Proposed Development between Chainage 36,350 and Chainage 36,400 would remove this asset.	High	Not Significant	Archaeological monitoring during construction.	Low	Imperceptible
Off-road	Woodland	Meath	CH_81	None	-	Ditch	Very Low / Negligible	Direct Negative Permanent	Construction of the off-road section between Chainage 300 and Chainage 500 would remove this asset.	High	Not Significant	Archaeological monitoring during construction.	Low	Imperceptible
Off-road	Gaulstown	Meath	CH_82	None	-	Ditch	Very Low / Negligible	Direct Negative Permanent	Construction of the off-road section at Chainage 2,100 would remove approximately 28m of this ditch.	High	Not Significant	Archaeological monitoring during construction.	Low	Imperceptible
Off-road	Cullendragh	Meath	CH_83	None	-	Ditch	Very Low / Negligible	Direct Negative Permanent	Construction of the off-road section at Chainage 2,200 would remove approximately 32m of this ditch.	High	Not Significant	Archaeological monitoring during construction.	Low	Imperceptible

Table 5: Impacts on LiDAR Assets during Construction

Route Section	Townland	County	Unique Reference Number	Legal Status	Reference Number	Type	Significance	Impact	Impact Description	Magnitude of Impact	Significance of Impact	Mitigation	Residual Magnitude	Residual Significance of Impact
Off-road	Gaulstown; Culcommon	Meath	LI_05	None	-	Field system	Low	Direct Negative	Construction of the off-road section between ch.1,050m - ch.1,750, including Joint Bay 2, would remove former field boundaries and areas of cultivation patterns associated with this asset.	Medium	Slight	Archaeological excavation. This would be informed by archaeological geophysical survey and archaeological test excavation.	Low	Imperceptible
Off-road	Cullendragh	Meath	LI_08	None	-	Buildings (site of)	Low	Direct Negative	Construction of the off-road section at ch.2,650 would remove this asset.	Very High	Very Significant	Topographical survey (written, photographic and drawn survey). Archaeological excavation. This would be informed by archaeological geophysical survey and archaeological test excavation.	Medium	Slight
Off-road	Cullendragh	Meath	LI_09	None	-	Field system	Low	Direct Negative	Construction of the off-road section between ch.2,675 to 2,850 would remove a linear feature and cultivation patterns associated with this asset.	Medium	Slight	Archaeological excavation. This would be informed by archaeological geophysical survey and archaeological test excavation.	Low	Imperceptible
Off-road	Cullendragh	Meath	LI_11	None	-	Field system	Low	Direct Negative	Construction of the off-road section between ch.3,100 - ch.3,300 would remove a linear feature and field drainage associated with this asset.	Low	Slight	Archaeological excavation. This would be informed by archaeological geophysical survey and archaeological test excavation.	Very Low / Negligible	Imperceptible
TCC2	Dunboyne	Meath	LI_24	None	-	Palaeochannel	Medium	Direct Negative Permanent	Establishment of the TCC2 between Chainage 10,450 and Chainage 10,650 would remove linear features and the possible palaeochannel associated with this asset.	Medium	Moderate	Palaeoenvironmental assessment and analysis. Archaeological excavation. This would be informed by archaeological geophysical survey and archaeological test excavation.	Low	Slight
Off-road; Watercourse crossing	Nuttstown	Meath	LI_36	None	-	Palaeochannel	Medium	Direct Negative Permanent	Construction of the off-road section between Chainage 16,350 and Chainage 16,425 would remove a section through the palaeochannel adjacent to the Pinkeen River.	Medium	Moderate	Palaeoenvironmental assessment and analysis. Archaeological excavation. This would be informed by archaeological geophysical survey and archaeological test excavation.	Low	Slight
Watercourse crossing	Irishtown	Dublin	LI_37	None	-	Gravel pit	Very Low / Negligible	Direct Negative Permanent	Construction of the watercourse crossing at Chainage 18,200 would remove approximately one third of this asset.	Low	Imperceptible	Archaeological monitoring during construction.	Very Low / Negligible	Imperceptible
Off-road	Irishtown	Dublin	LI_40	None	-	Enclosure	Medium	Direct Negative Permanent	Construction of the Proposed Development between Chainage 22,100 and Chainage 22,200 would bisect this asset, removing the majority of this asset.	Very High	Very Significant	Archaeological excavation. This would be informed by archaeological geophysical survey and archaeological test excavation.	Medium	Slight
								Indirect Negative Temporary	Construction activities would have an indirect impact on the setting of this cultural heritage asset. However, it is anticipated any intrusion would be temporary (lasting the duration of construction in each location).	Low	Slight	None	Low	Slight
HDD reception pit	Cloghran	Dublin	LI_57	None	-	Field boundary(ies)	Very Low / Negligible	Direct Negative Permanent	Construction of the Proposed Development between Chainage 34,350 and Chainage 34,600 would remove this asset.	High	Not Significant	Archaeological monitoring during construction.	Low	Imperceptible
Off-road	Cloghran	Dublin	LI_58	None	-	Palaeochannel	Medium	Direct Negative Permanent	Construction of the off-road section between Chainage 34,950 and Chainage 35,150 would remove deposits of the palaeochannel.	Medium	Moderate	Palaeoenvironmental assessment and analysis. Archaeological excavation. This would be informed by archaeological geophysical survey and archaeological test excavation.	Low	Slight
Off-road	Clonsaugh	Dublin	LI_60	None	-	Field boundary(ies)	Very Low / Negligible	Direct Negative Permanent	Construction of the Proposed Development between Chainage 36,850 and Chainage 37,000, including Joint Bay 49, would remove the majority of this asset.	High	Not Significant	Archaeological monitoring during construction.	Low	Imperceptible

Table 6: Impacts on Townland Boundaries during Construction

Route Section	Townland	County	Unique Reference Number	Legal Status	Reference Number	Type	Significance	Impact	Impact Description	Magnitude of Impact	Significance of Impact	Mitigation	Residual Magnitude	Residual Significance of Impact
Off-road	Woodland - Gaulstown	Meath	TB_01	None	-	Townland boundary	Medium	Direct Negative	Construction of the off-road section at ch.1,050 would remove c. 37m of this asset.	Medium	Moderate	Townland boundary survey. Underwater assessments, including wade and metal detecting survey.	Low	Slight
Off-road	Gaulstown - Cullendrough	Meath	TB_04	None	-	Townland boundary	Medium	Direct Negative	Construction of the off-road section at ch.2,150 would remove c. 30m of this asset.	Medium	Moderate	Townland boundary survey. Underwater assessments, including wade and metal detecting survey.	Low	Slight
Off-road	Stokestown - Rowan	Meath	TB_38	None	-	Townland boundary	Medium	Direct Negative Permanent	Construction of the off-road section at Chainage 16,200 would remove c. 22m of this asset.	Low	Slight	Townland boundary survey.	Very Low / Negligible	Not significant
Off-road; Watercourse crossing	Rowan - Nuttstown	Meath	TB_39	None	-	Townland boundary	Medium	Direct Negative Permanent	Construction of the off-road section at Chainage 16,350 would remove c. 35m of this asset.	Medium	Moderate	Townland boundary survey.	Low	Slight
Off-road; Watercourse crossing	Priest Town - Belgree	Meath	TB_44	None	-	Townland boundary	Medium	Direct Negative Permanent	Construction of the watercourse crossing at Chainage 19,225 would remove c. 52m of this asset.	Medium	Moderate	Townland boundary survey.	Low	Slight
Off-road	Gallanstown - Yellow Walls	Dublin	TB_51	None	-	Townland boundary	Low	Direct Negative Permanent	Construction of the off-road section at Chainage 21,550 would remove c. 30m of this asset.	Low	Not Significant	Townland boundary survey.	Very Low / Negligible	Imperceptible
Off-road	Yellow Walls - Hollystown	Dublin	TB_52	None	-	Townland boundary	Low	Direct Negative Permanent	Construction of the off-road section at Chainage 21,725 would remove c. 50m (in two sections) of this asset.	Medium	Slight	Townland boundary survey.	Low	Imperceptible
Off-road	Hollystown - Irishtown	Dublin	TB_54	None	-	Townland boundary	Very Low / Negligible	Direct Negative Permanent	Construction of the off-road section at Chainage 22,050 would remove c. 20m of this asset.	Low	Imperceptible	Townland boundary survey.	Very Low / Negligible	Imperceptible
Off-road	Irishtown - Spicklestown	Dublin	TB_57	None	-	Townland boundary	Low	Direct Negative Permanent	Construction of the off-road section at Chainage 22,225 would remove c. 36m of this asset.	Low	Not Significant	Townland boundary survey.	Very Low / Negligible	Imperceptible
Watercourse crossing	Shallon - Shallon	Dublin	TB_67	None	-	Townland boundary	Medium	Direct Negative Permanent	Construction of the watercourse crossing between Chainage 26,150 and Chainage 26,200 would remove c. 50m of this asset.	Medium	Moderate	Townland boundary survey.	Low	Slight
Off-road	Kilreesk - Kingstown	Dublin	TB_76	None	-	Townland boundary	Low	Direct Negative Permanent	Construction of the off-road section at Chainage 28,400 would remove c. 30m of this asset.	Low	Not Significant	Townland boundary survey.	Very Low / Negligible	Imperceptible
Off-road	Barberstown - Pickardstown	Dublin	TB_78	None	-	Townland boundary	Low	Direct Negative Permanent	Construction of the off-road section at Chainage 30,100 would remove c. 7m of this asset.	Very Low / Negligible	Not Significant	Townland boundary survey.	Very Low / Negligible	Imperceptible
Off-road	Cloghran - Glebe	Dublin	TB_82	None	-	Townland boundary	Low	Direct Negative Permanent	Construction would remove c. 53m of this asset at Chainage 35,150.	Medium	Slight	Townland boundary survey.	Low	Imperceptible
Off-road	Stockhole - Middleton	Dublin	TB_85	None	-	Townland boundary	Low	Direct Negative Permanent	Construction would remove c. 70m of this asset at Chainage 36,550.	Medium	Slight	Townland boundary survey.	Low	Imperceptible
Off-road	Middleton - Clonshaugh	Dublin	TB_86	None	-	Townland boundary	Low	Direct Negative Permanent	Construction would remove c. 70m of this asset at Chainage 36,825.	Medium	Slight	Townland boundary survey.	Low	Imperceptible
Off-road	Clonshaugh - Belcamp	Dublin	TB_87	None	-	Townland boundary	Low	Direct Negative Permanent	Construction would remove c. 230m of this asset at Chainage 36,825.	Medium	Moderate	Townland boundary survey.	Low	Slight
Off-road	Glebe - Baskin	Dublin	TB_96	None	-	Townland boundary	Low	Direct Negative Permanent	Construction would remove c. 70m of this asset at Chainage 35,300.	Medium	Slight	Townland boundary survey.	Low	Imperceptible
Off-road	Stockhole - Baskin	Dublin	TB_97	None	-	Townland boundary	Low	Direct Negative Permanent	Construction would remove c. 55m of this asset at Chainage 35,750.	Medium	Slight	Townland boundary survey.	Low	Imperceptible

Table 7: Impacts on GDLs during Operation

Route Section	Townland	County	Unique Reference Number	Legal Status	Reference Number	Type	Significance	Impact	Impact Description	Magnitude of Impact	Significance of Impact	Mitigation	Residual Magnitude	Residual Significance of Impact
Watercourse crossing	Priest Town	Dublin	DL_04	None	NIAH 5156	GDL	Medium	Indirect Negative Permanent	The watercourse crossing within a former area of woodland in this demesne would remain visible further reducing its legibility.	Low	Slight	None	Low	Slight
Off-road	Hollystown; Hollywood; Hollywoodrath; Spricklestown	Dublin	DL_05	None	NIAH 2267	GDL	Medium	Indirect Negative Permanent	While hedgerows would be reinstated, access tracks and joint bay covers would remain visible in this demesne further reducing its legibility.	Low	Slight	None	Low	Slight

No impacts were identified for archaeology and cultural heritage, including LiDAR assets and townland boundaries, during operation.