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# Chapter 16

## Material Assets and Land – Non-Agriculture

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## Chapter 16 Material Assets and Land – Non-Agriculture

### 16.1 Introduction

This chapter of the EIAR discusses the impact of the proposed Foynes to Limerick Road (including Adare Bypass) on non-agricultural property.

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

- Chapter 6 Population and Human Health;
- Chapter 9 Hydrogeology;
- Chapter 10 Hydrology;
- Chapter 11 The Landscape;
- Chapter 12 Noise and Vibration;
- Chapter 13 Air Quality and Climate;
- Chapter 14 Archaeology, Architecture & Cultural Heritage;
- Chapter 15 Material Assets and Land – Agriculture.

Non-agricultural property includes the following:

- Residential property;
- Commercial property;
- Community property – Public park, open space or lands that are used for recreation amenity; and
- Development land – Lands zoned for development (with or without planning permission) and sites with planning permission.

### 16.2 Methodology

This chapter will describe the receiving environment and determine the significance of the impact of the proposed road development on non-agricultural property. The assessment methodology has considered the following guidelines:

- *Guidelines on the Information to be contained in Environmental Impact Assessment Reports (Draft) (EPA 2017);*
- *Advice Notes for Preparing Environmental Impact Statements (Draft) (2015);*
- *Environmental Impact Assessment of National Road Schemes – A Practical Guide (TII, 2008);*
- *Advice notes on current practice in the preparation of Environmental Impact Statements (EPA, 2003); and*
- *Guidelines on the information to be contained in Environmental Impact Statements (EPA, 2002).*

The baseline environment and impact assessment relied on information from a number of sources as outlined in Table 16.1.

**Table 16.1 Information Used in Assessment and Sources**

Information	Source
Land registry / landownership information	MWNRDO, Limerick City and County Council
Planning and zoning objectives	Limerick County Development Plan (2010-2016) (as extended) Askeaton LAP 2015-2021; Rathkeale LAP 2012-2018 (extended until 2022); Adare LAP 2015-2021
Design Mapping & project information	ROD-AECOM ALLIANCE

The methodology for the assessment of non-agricultural property consists of a desktop survey, roadside survey of the proposed road development and meetings with property owners or their representatives, where possible.

### Study Area

The study area comprises of the non-agricultural property directly impacted by the proposed Foynes to Limerick Road (including Adare Bypass).

There are 72 non-agricultural properties directly impacted by the proposed road development.

### Assessment Methodology

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

The baseline environment for non-agricultural property was evaluated on an individual property basis and assigned a baseline rating. This baseline rating combined with a magnitude of impact from construction and operational impacts associated with the proposed road development will determine the significance of the non-agricultural property impact.

### Baseline Rating

Property within the study area was assigned a baseline rating determined by the property type. Residential, commercial, community and land that is zoned for development or land/sites with planning permission are indicative of a high baseline rating. Land that is not zoned for development or land without planning permission is indicative of a medium baseline rating. The criteria used to determine the baseline rating for property on the proposed road development are shown in Table 16.2.

**Table 16.2 Baseline Rating Criteria**

Baseline	Criteria
<b>High</b>	Residential property. Commercial property. Community property used for public and private recreation amenity. Land / site that is zoned or planning permission exists for development.
<b>Medium</b>	Land / site that is not zoned and planning permission does not exist for development. Residential property (vacant / derelict/ruin). Commercial property (vacant / derelict/ruin).
<b>Low</b>	Property consisting of public road/private road and small plots of land.

### Impact Magnitude

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

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

The criteria used to determine the magnitude of impact for the non-agricultural property on the proposed road development are shown in Table 16.3.

**Table 16.3 Magnitude of Impact Criteria**

Magnitude	Criteria
<b>High</b>	An impact on the property where the use of the property cannot continue.
<b>Medium</b>	An impact on the property where the use of the property can continue. An impact of permanent duration resulting in a change to the character of the property.
<b>Low</b>	An impact on the property where the use of the property can continue. An impact of permanent duration with a minimal effect on the character of the property.
<b>Very low</b>	An impact on the property that does not affect the use of the property (i.e. acquisition of public road/private road only).

### Impact Significance

The significance of the impact on a property is determined by the baseline rating assigned to the property combined with the magnitude of impact of the proposed road development. There are three categories of baseline rating applicable ranging from 'low to 'high'. There are four categories of magnitude of impact ranging from 'very low' to 'high'. The likely significance rating for a property is determined by reference to the matrix in Table 16.4 using the baseline rating and magnitude of impact. The likely significance of impact is prior to the implementation of any mitigation measures.

**Table 16.4 Significance of Impact**

Baseline Rating	Magnitude of Impact			
	High	Medium	Low	Very low
High	Profound	Significant	Slight	Not Significant
Medium	Very Significant	Moderate	Slight	Not Significant
Low	Moderate	Slight	Not Significant	Imperceptible

### 16.3 Description of Existing Environment for Property

The study area for the proposed road development is located in a rural setting where agriculture is the predominant land use. Non-agricultural property consists of residential property, commercial property and development lands and sites.

There are 72 non-agricultural properties directly affected by the proposed road development and these include 43 residential properties, 1 residential & commercial property, 2 commercial properties, 3 development sites and 23 land properties. The baseline impact will be high for 46 properties, medium for 12 properties and low for 14 properties.

### 16.4 Description of Likely Impacts for Property

The impact on property is limited to property directly impacted by the proposed road development. The proposed road will involve the acquisition of 69.0571ha from 72 non-agricultural properties. This landtake area consists of a permanent acquisition of 19.7938ha non-agricultural lands and 49.2633ha public road.

All impacts are treated as operational unless otherwise mentioned. Details of specific construction impacts are presented in Section 16.6.

An assessment of the impact of the proposed road development on non-agricultural property is presented in Table 16.5 and a summary is presented in Table 16.6.

Measures to mitigate the adverse effects of the proposed road are described in Section 16.5 and 16.6. The significance of the residual impacts following the implementation of mitigation measures is described in Section 16.7.

**Table 16.5 Assessment of the Impact of the Proposed Road on Non-Agricultural Property**

No.	CPO No.	Property Type	Baseline Rating	Land Area (ha)	Public road (ha)	Impact Details	Magnitude of Impact	Impact Significance (Pre-mitigation)	Mitigation	Residual Impact
1	100 & 101	Land	Medium	1.1040	45.1219	Reduction in land area and public road. Impact on property boundary.	Low	Slight	Replace affected property boundary.	Slight
2	104	Land	Medium	0.0737	0.0812	Reduction in area of property and public road. Impact on property boundary.	Low	Slight	Replace affected property boundary.	Slight
3	105	Development Land	Medium	0.1773	0.0171	Acquisition of the entire property.	High	Very Significant	None	Very Significant
4	106	Residential	High	0.0267	0.0000	Public road only.	Very Low	Not Significant	None	Not Significant
5	111	Development Land	High	5.0794	0.0044	Acquisition of plot south of disused rail line and east of port access road. Reduction in area. Impact on property boundary.	Medium	Significant	None	Significant
6	115	Residential	High	0.0000	0.0119	Public road only.	Very Low	Not Significant	None	Not Significant
7	116	Residential	High	0.0000	0.0271	Public road only.	Very Low	Not Significant	None	Not Significant
8	119	Land	Low	0.1581	0.0515	Acquisition of the entire plot.	High	Moderate	None	Moderate
9	121	Residential	High	0.0435	0.0362	Reduction in curtilage area of property. No impact on existing property access. Impact on property boundary.	Medium	Significant	Replace affected property boundary.	Significant
10	125	Land	Low	0.0000	0.0069	Public road only.	Very Low	Imperceptible	None	Imperceptible

No.	CPO No.	Property Type	Baseline Rating	Land Area (ha)	Public road (ha)	Impact Details	Magnitude of Impact	Impact Significance (Pre-mitigation)	Mitigation	Residual Impact
11	128	Commercial	High	1.4222	0.0000	Reduction in area of property. No impact on existing property access. Impact on property boundary.	Medium	Significant	Replace affected property boundary.	Significant
12	129	Land	Medium	2.0584	0.0000	Acquisition of the entire property.	High	Very Significant	None	Very Significant
13	134	Residential	High	0.0000	0.1870	Public road only.	Very Low	Not Significant	None	Not Significant
14	135	Residential	High	0.0135	0.0230	Reduction in curtilage. Impact on existing entrance. Impact on property boundary.	Medium	Significant	Restore entrance. Reinstate affected property boundary.	Slight
15	211 & 220	Residential	High	0.1722	0.0288	Acquisition of the entire property including a dwelling house.	High	Profound	None	Profound
16	213	Land	Low	0.0000	0.4764	Public road only.	Very Low	Imperceptible	None	Imperceptible
17	215	Residential	High	0.0000	0.0443	Public road only.	Very Low	Not Significant	None	Not Significant
18	217	Residential	High	0.0000	0.0215	Public road only.	Very Low	Not Significant	None	Not Significant
19	218	Residential	High	0.0000	0.0180	Public road only.	Very Low	Not Significant	None	Not Significant
20	219	Residential	High	0.0000	0.0302	Public road only.	Very Low	Not Significant	None	Not Significant
21	221	Land	Low	0.0000	0.1090	Private road only	Very Low	Imperceptible	None	Imperceptible
22	308	Development Land	High	0.0036	0.0287	Reduction in area and public road. Alteration to site access.	Medium	Significant	Provide alternative access to the site off side road.	Slight
23	310	Land	Low	0.0000	0.0066	Public road only.	Very Low	Imperceptible	None	Imperceptible

No.	CPO No.	Property Type	Baseline Rating	Land Area (ha)	Public road (ha)	Impact Details	Magnitude of Impact	Impact Significance (Pre-mitigation)	Mitigation	Residual Impact
24	311	Land	Low	0.0012	0.0469	Public road only.	Very Low	Imperceptible	None	Imperceptible
25	312	Residential	High	0.0000	0.0356	Public road only.	Very Low	Not Significant	None	Not Significant
26	315	Residential	High	0.0000	0.0249	Public road only.	Very Low	Not Significant	None	Not Significant
27	325	Residential	High	0.0000	0.0455	Public road only.	Very Low	Not Significant	None	Not Significant
28	327	Land	Medium	0.0190	0.0000	Reduction in area. Impact on property boundary.	Medium	Moderate	Replace affected property boundary.	Moderate
29	328	Residential	High	0.0000	0.0141	Public road only.	Very Low	Not Significant	None	Not Significant
30	329	Land	Medium	0.2635	0.0416	Acquisition of the entire property.	High	Very Significant	None	Very Significant
31	330	Residential	High	0.0000	0.0183	Public road only.	Very Low	Not Significant	None	Not Significant
32	331	Residential	High	0.4293	0.0804	Acquisition of the entire property including a private residence.	High	Profound	None	Profound
33	332 & 333	Residential	High	0.5469	0.0163	Acquisition of the entire property including a private residence.	High	Profound	None	Profound
34	334	Residential	High	0.0169	0.0278	Reduction in area and public road. Impact on property boundary.	Low	Slight	Replace affected property boundary.	Slight
35	336	Residential	High	0.3630	0.0225	Acquisition of the entire property including a private residence.	High	Profound	None	Profound
36	339	Residential	High	0.0569	0.0000	Acquisition of the entire property including a private residence.	High	Profound	None	Profound



No.	CPO No.	Property Type	Baseline Rating	Land Area (ha)	Public road (ha)	Impact Details	Magnitude of Impact	Impact Significance (Pre-mitigation)	Mitigation	Residual Impact
37	400	Residential	High	0.0000	0.1400	Public road only.	Very Low	Not Significant	None	Not Significant
38	401	Residential	High	0.0000	0.0074	Public road only.	Very Low	Not Significant	None	Not Significant
39	402	Residential	High	0.0000	0.0182	Public road only.	Very Low	Not Significant	None	Not Significant
40	407	Land	Low	0.0000	0.0743	Public road only.	Very Low	Imperceptible	None	Imperceptible
41	415	Residential & Commercial	High	0.0076	0.0116	Reduction in area and public road. Impact on property boundary.	Low	Slight	None	Slight
42	418	Residential	High	0.0383	0.0164	Reduction in area and public road. Impact on property boundary.	Low	Slight	Replace affected property boundary.	Slight
43	420	Residential	High	0.0000	0.0026	Public road only.	Very Low	Not Significant	None	Not Significant
44	429	Residential	High	0.0266	0.0202	Reduction in curtilage and public road. Impact on existing entrance. Impact on property boundary.	Medium	Significant	Restore entrance and access. Re-instate affected property boundary.	Slight
45	436	Residential	High	0.0000	0.0258	Public road only.	Very Low	Not Significant	None	Not Significant
46	437	Residential	High	0.0000	0.0986	Public road only.	Very Low	Not Significant	None	Not Significant
47	439	Land	Low	0.0000	0.0275	Public road only.	Very Low	Imperceptible	None	Imperceptible
48	440	Residential	High	0.0000	0.0195	Public road only.	Very Low	Not Significant	None	Not Significant

No.	CPO No.	Property Type	Baseline Rating	Land Area (ha)	Public road (ha)	Impact Details	Magnitude of Impact	Impact Significance (Pre-mitigation)	Mitigation	Residual Impact
49	441	Residential	High	0.0176	0.0153	Reduction in land and public road. Impact on property boundary.	Medium	Significant	Restore entrance and access. Re-instate affected property boundary.	Slight
50	442	Residential	High	0.0000	0.0023	Public road only.	Very Low	Not Significant	None	Not Significant
51	443	Land	Medium	0.1430	0.0121	Acquisition of the entire property.	High	Very Significant	None	Very Significant
52	444	Residential	High	0.0000	0.0310	Public road only.	Very Low	Not Significant	None	Not Significant
53	447	Residential	High	0.0199	0.0196	Reduction in curtilage area. Impact on existing entrance. Impact on property boundary.	Medium	Significant	Restore entrance. Reinststate affected property boundary.	Slight
54	450	Residential	High	0.0130	0.0130	Reduction in curtilage. Impact on existing entrance. Impact on property boundary.	Medium	Significant	Restore entrance. Reinststate affected property boundary.	Slight
55	451	Land	Medium	0.3023	0.0092	Acquisition of the entire property.	High	Very Significant	None	Very Significant
56	453	Residential	High	0.0067	0.0090	Reduction in curtilage. Impact on existing entrance. Impact on property boundary.	Medium	Significant	Restore entrance. Reinststate affected property boundary.	Slight
57	458	Residential	High	0.0007	0.0177	Reduction in curtilage. Impact on existing entrance. Impact on property boundary.	Medium	Significant	Restore entrance. Reinststate affected property boundary.	Slight
58	459	Residential	High	0.0000	0.0240	Public road only.	Very Low	Not Significant	None	Not Significant

No.	CPO No.	Property Type	Baseline Rating	Land Area (ha)	Public road (ha)	Impact Details	Magnitude of Impact	Impact Significance (Pre-mitigation)	Mitigation	Residual Impact
59	460	Residential	High	0.0000	0.0181	Public road only.	Very Low	Not Significant	None	Not Significant
60	465	Land	Medium	0.0154	0.0334	Reduction in land.	Low	Slight	None	Slight
61	467	Residential	High	0.0000	0.0210	Public road only.	Very Low	Not Significant	None	Not Significant
62	468	Land	Low	0.0000	0.0360	Public road only.	Very Low	Imperceptible	None	Imperceptible
63	469	Land	Medium	0.0000	0.0093	Public road only.	Very Low	Not Significant	None	Not Significant
64	473	Land	Low	1.2444	0.0000	Reduction in land area and river.	Very Low	Imperceptible	None	Imperceptible
65	475	Residential	Medium	0.1413	0.0601	Acquisition of the entire property including a house.	High	Very Significant	None	Very Significant
66	476	Residential	High	3.6250	0.0000	Acquisition of the entire property including a private residence.	High	Profound	None	Profound
67	478	Residential	High	0.0065	0.0428	Impact on property boundary, shared access road and public road.	Medium	Significant	Reinstate affected property boundary.	Slight
68	479	Land	Low	0.0000	0.3709	Public road only.	Very Low	Imperceptible	None	Imperceptible
69	482	Land	Low	0.0000	0.1930	Public road only.	Very Low	Imperceptible	None	Imperceptible
70	483	Land	Low	0.0000	0.5704	Public road only.	Very Low	Imperceptible	None	Imperceptible
71	484	Land	Low	0.0000	0.0108	Public road only.	Very Low	Imperceptible	None	Imperceptible
72	500	Commercial	Medium	2.1562	0.5766	Reduction in land area, railway (disused) area and public road. Impact on property boundary.	Low	Slight	None	Slight

### 16.4.1 Summary of Impact on Non-Agricultural Property (Pre-mitigation)

Details of the impact assessment of the proposed road development on Non-Agricultural property is presented in Table 16.5 above. A summary of the results is presented in Table 16.6 below.

**Table 16.6 Summary of the Impact on Non-Agricultural Property (Pre-mitigation)**

Magnitude of Impact	Properties (No.)	% of Total
High	13	18.1%
Medium	13	18.1%
Low	7	9.7%
Very low	39	54.1%
	72	100.0%
Significance of Impact	Properties (No.)	% of Total
Profound	6	8.3%
Very Significant	6	8.3%
Significant	12	16.7%
Moderate	2	2.8%
Slight	7	9.7%
Not Significant	26	36.1%
Imperceptible	13	18.1%
	72	100.0%

The magnitude of impact on non-agricultural property ranges from Very Low to High. There are thirteen properties where the magnitude of impact will be High. The impact on these properties will include the acquisition of seven (including one uninhabited) residential properties as part of the proposed road development.

In Chapter 15 Material Assets and Land – Agriculture, the assessment of the impact of the proposed road development on agricultural property includes the acquisition of a further two dwelling houses (including one uninhabited).

The significance of impact, which is determined by combining the baseline rating and magnitude of impact for a given property, ranges from Imperceptible to Profound.

There will be a Profound significance of impact on six residential properties. There is a Very Significant level of impact on six properties.

The significance of impact on twelve properties is rated as Significant. The properties consist of nine residential dwelling houses, two development properties and one commercial property.

### 16.5 Mitigation Measures for Non-Agricultural Property

This section describes the measures that when implemented will mitigate the adverse impacts on non-agricultural property. At this stage measures such as compensation for land acquisition and disturbance are not considered. These matters will be agreed,

if possible, with landowners or their representative(s) once approval for the proposed road development has been granted. If agreement is not possible, such compensation will be decided upon by an arbitrator.

The following general mitigation measures will be provided for the proposed road development:

- Access will be maintained to all affected property as much as possible and if interrupted will be restored without unreasonable delay;
- Where part of the curtilage of a property is to be permanently acquired, the acquiring authority will hold discussions with the property owner and generally agree to replace boundaries on a like for like basis where possible, subject to safety considerations;
- Prior to construction and subject to written agreement with the relevant property owners, property condition surveys will be undertaken in relation to all buildings / structures in use, located within 50 metres of the extents of the landtake boundary and within 150m of any proposed blasting works along the proposed road development;
- Any services that are interfered with as a result of the proposed road development will be repaired / replaced without unreasonable delay.

Further mitigation specific to individual properties for other impacts are detailed and described in Chapter 11 The Landscape, Chapter 12 Noise and Vibration and Chapter 13 Air Quality and Climate of this EIAR.

## **16.6 Construction Impacts and Mitigation Measures for Non-Agricultural Property**

The assessment of the impact on non-agricultural property includes the effects of the construction impacts of the proposed road development. These construction impacts are assessed and measures to mitigate the effects are outlined throughout this EIAR but are focussed mainly in Chapter 11 The Landscape, Chapter 12 Noise and Vibration and Chapter 13 Air Quality and Climate. All mitigation measures are summarised in Chapter 19 Mitigation and Monitoring Measures.

### **Access**

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

### **Mitigation**

Access will be maintained to all affected property as much as possible and if interrupted will be restored without unreasonable delay. Traffic management measures will be put in place during construction where temporary or minor diversions are required. See section 4.16.5 of Chapter 4 for further details proposed for temporary traffic management measures.

### **Noise and Vibration**

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

### Mitigation

Timing of works and noise and vibration limit values are amongst the main measures to mitigate noise impacts on sensitive receptors. These measures are detailed within Chapter 12 Noise and Vibration.

Prior to construction and subject to written agreement with the relevant property owners, property condition surveys will be undertaken in relation to all buildings / structures in use located within 50m of the extents of the landtake boundary and within 150m of any proposed blasting works along the proposed road development. Good communication between the contractor and property owners during the construction phase will prevent undue disturbance due to noise.

### **Dust**

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

### Mitigation

Dust suppression measures to mitigate the production of dust are detailed within Chapter 13 Air Quality and Climate. Good communication between the contractor and property owners during the construction phase will prevent undue disturbance due to dust.

### **Disturbance of Drainage Systems**

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

### Mitigation

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

### **Disturbance of Services**

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

### Mitigation

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

## **16.7 Residual Impacts for Property**

The significance of the residual impact on property following the implementation of general mitigation measures has been assessed as outlined in Section 16.5. A summary of the residual impacts on non-agricultural property is presented in Table 16.7.

**Table 16.7 Summary of the Residual Impacts on Non-Agricultural Property**

<b>Significance of Impact</b>	<b>Properties (No.)</b>	<b>% of Total</b>
Profound	6	8.3%
Very Significant	6	8.3%
Significant	3	4.2%
Moderate	2	2.8%
Slight	16	22.2%
Not Significant	26	36.1%
Imperceptible	13	18.1%
	72	100.0%

Following mitigation, there are six properties on which the non-agricultural impact will be Profound. There is a Very Significant level of impact on six properties. The impact on these properties will include the acquisition of seven residential properties (including one uninhabited) as part of the proposed road development.

In Chapter 15 Material Assets and Land – Agriculture, the assessment of the impact of the proposed road development on agricultural property includes the acquisition of a further two dwelling houses (including one uninhabited).

For three properties the significance of the residual impact is rated to be Significant. This represents a reduction of nine properties following the recommended mitigation measures.