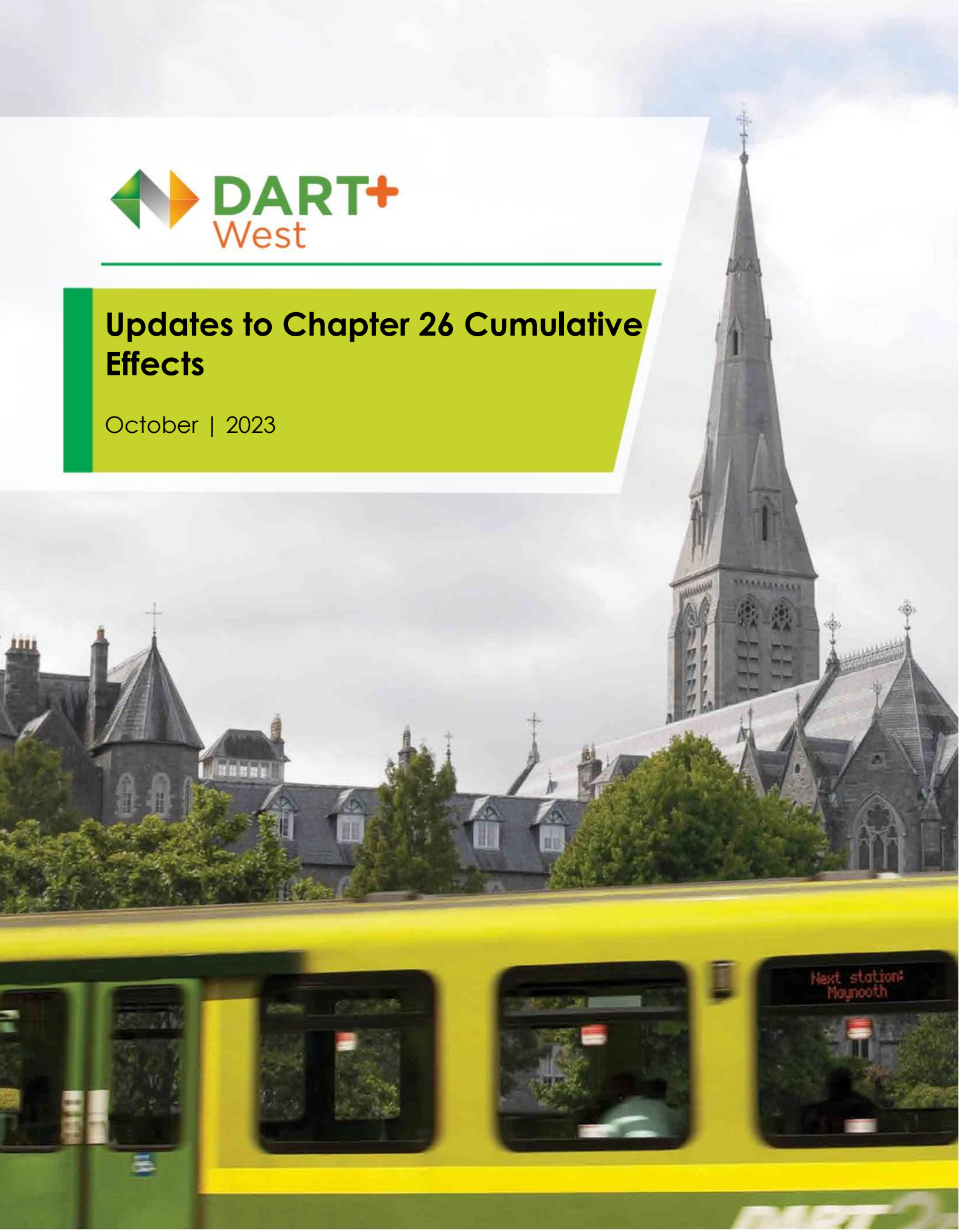
DART+ West

Updates to Chapter 26 Cumulative Effects

October | 2023



Tionscadal Éireann
Project Ireland
2040

NTA
Údarás Náisiúnta Iompair
National Transport Authority

CIE

Iarnród Éireann
Irish Rail

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1. INTRODUCTION

This addendum is to Chapter 26 Cumulative Effects of the EIAR to account for any changes in planning policy, and to review and update the list of Tier 3 projects which have been submitted for planning between February 2022 and May 2023 inclusive to assess the potential cumulative effects with the proposed development.

2. CUMULATIVE EFFECTS

2.1 Tier 3 cumulative assessment

The list of projects assessed as part of the cumulative effects assessment in the EIAR has been updated to include those submitted for planning between February 2022 and May 2023 inclusive. Updates to plans and the emergence of new plans and programmes have been included as appropriate.

The assessment methodology followed is as defined in EIAR Chapter 26 Cumulative Effects submitted as part of the RO application.

2.2 Plans and programmes

A range of policy documents that may have a cumulative effect with the proposed DART+ West project has been reviewed and are shown in Table 2-1 below.

Table 2-1 Plans and programmes considered for the cumulative assessment

EU Level	Has the plan / policy been superseded?
EU White Paper on Transport: Roadmap to a single European Transport Area - Towards a competitive and resource efficient transport system	No change
European Green Deal	No change
National Level	
Project Ireland 2040: National Planning Framework – Ireland, Our Plan 2040, and; National Development Plan 2021-2030	No change
National Sustainable Mobility Policy (2022)	No change
National Investment Framework for Transport in Ireland (NIFTI) (2021)	No change
The Climate Action Plan 2021	**Yes, Carbon Budgets and Sectoral Emissions Ceilings supported by Climate Action Plan 2023**
The White Paper: Ireland's Transition to a Low Carbon Energy Future 2015-2030	No change
2030 Rail Network Strategy Review	No change
Iarnród Éireann Strategy 2027	No change
Regional Level	
Eastern and Midland Regional Spatial and Economic Strategy 2019-2031	No change
Transport Strategy for the Greater Dublin Area 2016-2035	**Yes, Transport Strategy for the Greater Dublin Area 2022-2042 adopted January 2023.** **Including GDA Cycle Network 2022**
Draft The Greater Dublin Area Transport Strategy 2022-2042	
Integrated Implementation Plan 2019-2024	No change
Greater Dublin Area Cycle Network Plan	**Yes, now included in the Transport Strategy for the Greater Dublin Area 2022-2042 (adopted January 2023)**
	Park & Ride Strategy: Greater Dublin Area (2021)
Local Level	
Dublin City Development Plan 2016–2022	**Yes, by Dublin City Development Plan 2022-2028 adopted 2nd Nov. 2022. It came into effect on the 14th December 2022.**
Draft Dublin City Development Plan 2022-2028	

North Lotts and Grand Canal Dock SDZ Planning Scheme 2014	No change
Ashtown-Pelletstown Local Area Plan 2014	No change
	Draft Dublin City Centre Transport Plan 2023. A draft plan was published for public display on 13th September 2023.
Fingal Development Plan 2017 – 2023 & draft Fingal DP 2023-2029	**Yes, by Fingal Development Plan 2023 – 2029 adopted 22nd February 2023. It came into effect 5th April 2023.**
Navan Road Parkway Local Area Plan, in preparation;	No change
Kellystown Local Area Plan 2021	No change
Hansfield SDZ Planning Scheme 2006	No change
Barnhill Local Area Plan 2019	No change
Kildare County Development Plan 2017 – 2023 & draft Kildare CDP 2023 - 2029	**Yes, by Kildare County Development Plan 2023-2029 adopted 9th December 2022 came into effect 28th January 2022.**
Maynooth Local Area Plan 2013-2019	**No change, but a Pre-Draft Issues Paper for the Maynooth and Environs Joint Local Area Plan 2024-2030 was published in October, 2022.**
Kilcock Local Area Plan 2015-2021	No change, extended to March 2026
Leixlip Local Area Plan 2020-2023	No change, extended to March 2026
Meath County Development Plan 2021-2027	No change
Dunboyne, Clonee & Pace Local Area Plan 2009 - 2015	**Superseded by a Written Statement and Land Use Zoning Map contained in Volume 2 of the Meath County Development Plan 2021-2027.**

The following is a list of planning documents that have been published since February 2022 that are of relevance to the proposed DART+ West project:

- All-Island Strategic Rail Review - Draft Report for Strategic Environmental Assessment Consultation.
- Rail Freight 2040 Strategy.
- Maynooth and Environs Draft Transport Strategy (Public Consultation No. 2 November 2022)

Following the review of the plans and programmes, cumulative assessment of the following has been included in Table 2-2 below:

- The Climate Action Plan 2023
- All-Island Strategic Rail Review - Draft Report for Strategic Environmental Assessment Consultation
- Rail Freight 2040 Strategy
- Transport Strategy for the Greater Dublin Area 2022-2042 (Including GDA Cycle Network 2022)
- Park & Ride Strategy: Greater Dublin Area (2021)
- Dublin City Development Plan 2022-2028
- Draft Dublin City Centre Transport Plan 2023
- Fingal Development Plan 2023 – 2029
- Kildare County Development Plan 2023-2029
- Maynooth and Environs Joint Local Area Plan 2024-2030

Table 2-2 Tier 3 Cumulative Assessment of Plans and Programmes

Name	Description	Cumulative Impact with proposed development
The Climate Action Plan 2023	Climate Action Plan 2023 (CAP23) launched in December 2022, is the second annual update of Climate Action Plan 2019 and the first plan to be prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021. CAP 23 builds on previous climate action plans and is the framework through which the government intends to meet the legally-binding, economy-wide carbon budgets and sectoral ceilings agreed in July 2022. In line with EU ambition, the Programme for Government, Our Shared Future commits to achieving a 51% reduction in Ireland's overall GHG emissions from 2021 to 2030, and to achieving net-zero emissions no later than 2050. These legally binding objectives are set out in the Climate Action and Low Carbon Development (Amendment) Act 2021. The Climate Act supports Ireland's transition to net-zero and the transition to a climate neutral economy by no later than 2050. The plan calls for a significant cut in transport emissions by 2030 in order to meet the sectoral emission ceiling. The plan recognises that to meet the 2030 transport abatement targets will require transformational change and accelerated action across all key decarbonisation channels. Climate Action Plan 2021 targets have been revised to meet this higher level of ambition, including a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share. Fleet electrification and use of biofuels will continue to provide the greatest share of emissions abatement in the medium term, and vehicle targets, while unchanged, have been reframed as a percentage share of total fleet and new registrations, to better embed our vehicle strategy within the wider Sustainable Mobility Policy. CAP 23 focuses on the net-zero decarbonisation pathway for the transport sector based on the 'Avoid - Shift -Improve' framework. CAP23 seeks to support the commitment to reduce transportation emissions by 50% by 2030 and cut dependency on fossil fuels through a range of actions including greater roll out of sustainable energy initiatives, supporting integrated land use and transport planning and behavioural change.	The DART+ Programme supports the plan by contributing to shifting emissions from unsustainable transport modes by providing sustainable and integrated public transport options over the private car supporting the environment and society to live more sustainably. The proposed development will also increase the frequency and passenger capacity of rail services, enabling the transition to sustainable transport systems. Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed development.
All-Island Strategic Rail Review	The All-Island Strategic Rail Review (AISRR) was launched in April 2021 by the Minister for Transport for the Irish Government and the Minister for Infrastructure for the Northern Irish Executive. The AISRR aims to inform policy and future strategy for the railways in both jurisdictions on the island of Ireland. It has examined how the island's railways are currently used, what role rail could play in the future and how the island's railway could better serve the people of both jurisdictions. The AISRR has focused on how the rail network across the island could contribute to the decarbonisation of the island's transport system, promote sustainable connectivity into and between major cities, enhance regional accessibility and support balanced regional development. The Review acknowledges that "*there is significant alignment between the Goals and Objectives of this Review and the ambitions of the island's largest cities – as set out in the National Transport Authority's Metropolitan Transport Strategies for the Greater Dublin Area, Cork, and Limerick-Shannon Area, as well as the Department for Infrastructure's Belfast Metropolitan Area Transport Plan. For example, the DART+ programme in Dublin and planned new stations in the Belfast area should help grow the attractiveness of rail, which, in turn, should boost demand for intercity services*". 30 recommendations have been put forward to achieve these goals. To implement the recommendations of the draft AISRR, a range of projects/schemes would be required. Each of these will be subject to appropriate feasibility, options and environmental assessments at project level,	The DART+ Programme supports the recommendations made by the AISRR by contributing to shifting emissions from unsustainable transport modes by providing sustainable and integrated public transport options over the private car supporting the environment and society to live more sustainably. The proposed development will also increase the frequency and passenger capacity of rail services, enabling the transition to sustainable transport systems. Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this Review and the proposed development.

Name	Description	Cumulative Impact with proposed development
	where required. Decarbonisation recommendations of relevance to the proposed DART+ West project are as follows: • *"Develop and implement an All-Island Rail Decarbonisation Strategy that includes an electrified intercity network"*. • *"Procure hybrid and electric rolling stock in the medium term".* A Strategic Environmental Assessment and an Appropriate Assessment were undertaken and published with this Review.	
Rail Freight 2040 Strategy	The Rail Freight 2040 Strategy has been developed to expand the rail freight sector as it represents *"a real opportunity to reduce carbon emissions from transport while enabling sustainable growth"*. Transport accounts for approximately one fifth of all emissions in Ireland. The expansion of modern rail freight facilities and services can help develop an attractive alternative to road haulage, encourage modal shift from road to rail and support decarbonisation and environmental targets. Demand analysis for rail freight services informed this Strategy, which considered existing and projected HGV traffic across Ireland, and at Teir 1 Ports such as Dublin, Port of Foynes and Port of Cork. According to Transport Infrastructure's Ireland projections, 74% increase in HGV traffic was predicted nationally by 2040. The analysis also assessed the scale of the addressable market and identified the most heavily used routes where freight services could potentially transfer to rail given the right operating conditions and cost profile. Dublin was identified as having the highest county to county flows of all trips along the main interurban networks. Dublin Port, the busiest port in the country with approximately 14,000 inbound and outbound articulated HGV journeys per week, has sufficient scale to support additional rail freight services. The vision of the Strategy is "a thriving rail logistics system, supporting sustainable supply chains, the economy, society and environment". To realise the vision and objectives for rail freight nationally, the Strategy has been developed around five key pillars, namely: 1. Enhancing connections with sea ports; 2. Addressing rolling stock requirements; 3. Policy initiatives; 4. Developing an intermodal port network; and 5. Network developments. Under Enhancing connections with sea ports, the Strategy recognises that it is important that rail is integrated into the operations of Dublin Port, which handles approximately 50% of all goods handled by ports in Ireland. Therefore, accommodation of future rail services at port must be assessed such as the consideration of a grade separated junction at the entrance to the port and in the interim the operation of off-peak and night time services.	By modernising the rail infrastructure of the Dublin to Maynooth rail line proposed as part of the Dart+ West project will contribute to the incorporation of rail as freight transport from Dublin Port, and contribute to the actions set under the 'Enhancing connections with sea ports' pillar, *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this Strategy and the proposed development.
Transport Strategy for the Greater Dublin Area 2022-2042	The Transport Strategy for the Greater Dublin Area (GDA) 2022-2042 was finalised in January 2023. It is a key document guiding transport across the GDA including rail transport and continues to support the development of the DART+ Programme. The strategy aims to provide good quality cycling and	The objectives of the Transport Strategy for the Greater Dublin Area 2022-2042 align and support the proposed DART+ West programme. It is therefore considered that there will be positive cumulative

Name	Description	Cumulative Impact with proposed development
Including GDA Cycle Network 2022	walking infrastructure and public transport, to reduce the reliance on private cars and to promote active travel. The Transport Strategy aligns with the national policies on sustainability, including climate action and low carbon legislation, as well as climate national plans. The main objective of this strategy is to establish a sustainable, accessible, and efficient transportation system for the Greater Dublin Area. The Transport Strategy for the GDA 2022-2042 identifies the proposed development as a key transport future growth enabler *"delivering the key rail projects set out in the Transport Strategy for the Greater Dublin Area including MetroLink and the DART+ Programme (previously referred to as DART Expansion)"*. The Strategy also supports the proposed development through **Measure RAIL1 – DART+** *"the DART+ Programme will be implemented, providing electrified services to Drogheda in the north and Maynooth plus Celbridge in the west, in addition to an enhanced level of service to Greystones. The programme will include additional fleet, aligned with higher passenger demand, and a higher frequency of service on all lines"*. <u>Greater Dublin Area Cycle Network Plan (2022)</u> The National Transport Authority (NTA) prepared the draft Greater Dublin Area (GDA) Cycle Network Plan 2022, which complements the GDA Transport Strategy 2022- 2042. The GDA Cycle Network represents a progressive and forward-looking approach, enabling cycling across a broader geographic area to accommodate the region's growing population. Notably, the network expands to encompass various areas of the GDA, including district centres, towns, urban fringe areas, and Strategic Development Zones (SDZs). The primary objective of the Greater Dublin Area Cycle Network is to create an inclusive cycling environment that promotes safety and accessibility for individuals of all ages and cycling abilities, while establishing strong connections between residential areas and key destinations. A Strategic Environmental Assessment and an Appropriate Assessment were undertaken and published with this Strategy.	impacts as a result of the proposed development. The DART+ West project supports the Transport Strategy for the Greater Dublin Area 2022-2042 by increasing the frequency and capacity of rail services. The proposed development will also provide segregated pedestrian and cyclist facilities at the Ashtown, Coolmine, Porterstown, Clonsilla and Barberstown level crossings, supporting the Greater Dublin Area Cycle Network Plan. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Park & Ride Strategy: Greater Dublin Area (2021)	This report sets out a 5-year strategy for providing Park & Ride for the Greater Dublin Area and will feed into the overall Transport Strategy for the Greater Dublin Area, which at the time, was being updated. There is a high catchment of people residing in regional towns, rural hinterland and to a lesser extent in the Dublin metropolitan area, where high quality public transport is not easily accessible by walking or cycling. Park & Ride facilities at appropriate locations can facilitate access to people to use public transport and enhance their transport options to a wide range of destinations in a sustainable manner. The vision of the Strategy is to "support sustainable growth in the regions, urban areas, and rural settlements through enhancing connectivity to high quality, accessible, low emission, and sustainable transport; empowering modal shift and increasing the catchment areas of existing and future public transport by delivering a network of appropriate Park and Ride facilities". It is the objective of the Strategy to:	The implementation of the DART+ West project and the Park & Ride Strategy will support the delivery of sustainable transport options. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this Strategy and the proposed development.

Name	Description	Cumulative Impact with proposed development
	• Provide the appropriate type and scale of Park and Ride at the right locations, with connectivity to the road and public transport networks and design that supports integration with the surrounding walking and cycling network. • Reduce reliance on the private car, reduce distances travelled by car and ensure Park and Ride facilitates greater use of sustainable modes. • Deliver an enhanced customer experience through safe, secure, and user-friendly facilities that considers opportunities for interchange and to address barriers to public transport use. • To set the standard for the design and layout of P&R sites. A rail-based Park & Ride is recommended in the Strategy due to the implementation of DART+ programme and the future upgrade to the frequency and quality of services. The locations identified for Rail Park & Ride in the Strategy of relevance to the DART+ West project include existing locations at M3 Parkway Station, Navan Road Parkway Junction, and new location at Collinstown or Maynooth Depot.	
Dublin City Development Plan 2022-2028	The Dublin City Development Plan (DP) 2022-2028 was adopted 2 November 2022 and came into effect on the 14th of December 2022. The Plan outlines a comprehensive strategy for the city's growth and development, with the aim of meeting the diverse needs of residents, workers, and visitors. The Climate Change segment in the plan incorporates measures to mitigate and adapt to climate change, particularly by fostering sustainable transportation options such as walking, cycling, and public transit. The objective is to transform Dublin into a low carbon, climate resilient city. Another core segment, Sustainable Movement and Transport, recognises the importance of efficient mobility for city's vitality. The plan advocates a shift away from private cars and seeks to facilitate seamless movement within and around the city, integrating land use with transportation, and enhancing public transit infrastructure as well as pedestrian and cycling networks. The proposed development is supported by the Plan through the following policies and objectives: **Policy SMT22***: "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: DART +, Metrolink from Charlemount to Swords, BusConnects Core Bus Corridor projects, Delivery of Luas to Finglas, Progress and delivery of Luas to Poolbeg and Lucan".* **Policy SMT23:** *"(i) To work with Iarnród Éireann/Irish Rail, the NTA, TII and other operators to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity. (ii) To facilitate and support the needs of freight transport in accordance with the NTA's Transport Strategy for the Greater Dublin Area 2022 – 2042 and enhance the capacity on existing rail lines and services to provide improved facilities promoting the principles of sustainable transport to cater for the movement of freight by rail. (iii) To support the outcomes of the Iarnród Éireann/Irish Rail Freight 2040 Strategy".*	The implementation of the DART+ West project is supported by the Dublin City Development Plan 2022-2028 as the DART+ West will aid in achieving several of the key policies outlined in the plan. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.

Name	Description	Cumulative Impact with proposed development
	SMTO1: *"To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/Luas); and 17% private (car/van/HGV/motorcycle)"*. **SMTO17**: *"(iii) To promote and seek provision of additional stations as part of the DART+ projects in consultation with Iarnród Éireann/Irish Rail"*. A Strategic Environmental Assessment, an Appropriate Assessment and a Strategic Flood Risk Assessment were undertaken and published with this Plan.	
Draft Dublin City Centre Transport Plan 2023	The draft Dublin City Centre Transport Plan (the 'Plan') aims to identify and prioritise changes to the current transport arrangements to fulfil the Dublin City Development Plan's vision of the City as "A thriving, active City Centre with sustainability and facilitation of emissions reduction as fundamental goals, where the transport system enhances freedom of movement and meets the environmental, social, cultural and economic needs of the people it serves". The plan also facilitates the implementation of the NTA's Transport Strategy for the Greater Dublin Area 2022-2042 by providing a more detailed framework for accommodating significantly higher numbers of people travelling into the City Centre, in particular by rail, bus, cycling and walking. The overarching objectives and sub-objectives of this plan that are of relevance to the DART+ West project are as follows: 1. To Provide a Significantly Enhanced City Centre Environment. • Transition to a low traffic City Centre. 2. To Facilitate the Delivery of a Net-Zero City Centre Transport System. • Transition to Zero Emissions transport. • Accommodate high-capacity low-emission public transport. 3. To Improve the City Centre's Economy and Liveability. • Increase the opportunities for people to travel to, from, within and through Dublin City Centre efficiently, effectively and sustainably. • Increase the capacity of the transport system. • Prioritise sustainable transport capacity. • Prepare for the introduction of the major public transport projects and take advantage of the opportunities they will create. The plan acknowledges that "while in the longer term MetroLink and future expansions to the Luas network will provide significant capacity improvements, the roll out of BusConnects and DART+ over the period of this plan will provide a major increase in public transport capacity". In relation to priorities for the City Centre Public Transport Network, the draft Plan states that *"the streets of the City Centre will be planned and designed with a view to accommodating the physical requirements of new patterns of increased pedestrian activity arising out of BusConnects, DART+, MetroLink and future Luas development"*.	The implementation of the DART+ West project and the draft Dublin City Centre Transport Plan 2023 will support the delivery of sustainable transport options in Dublin City. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this Plan and the proposed development.

Name	Description	Cumulative Impact with proposed development
Fingal Development Plan 2023 – 2029	Fingal County Development Plan 2023-2029 Fingal Development Plan 2023 – 2029 was adopted on 22nd February 2023 and came into effect 5th April 2023. The Plan is underpinned by a strategic vision intended to guide the sustainable future growth of Fingal. At the core of the vision is healthy placemaking, building cohesive and sustainable communities, where our cultural, natural and built environment is protected. The vision embraces inclusiveness and a high-quality of life for all, through healthy placemaking and social justice. An integrated approach will align housing and public transport provision. Human and environmental wellbeing including climate adaptation underpin this vision. The Development Plan continues to support the DART+ Programme namely through objectives: **Policy CMP3** *"Provide for an integrated approach to land-use and transportation aimed at minimising the demand for travel and prioritising sustainable modes of transport including walking, cycling and public transport"*. **Objective CMO23** *"Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders"*. **Objective CMO24** *"NTA Strategy Support NTA and other stakeholders in implementing the NTA Strategy including MetroLink, BusConnects, DART +, LUAS and the GDA Cycle Network"*. A Strategic Environmental Assessment, an Appropriate Assessment and a Strategic Flood Risk Assessment were undertaken and published with this Plan.	The Fingal County Development Plan supports the implementation of the DART+ West project. The DART+ West project has been identified as a strategic aim of the plan. Additionally, the DART+ West project supports the aims of the plan by increasing the capacity and frequency of rail services thus promoting and facilitating a shift to increased sustainable transport usage. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Kildare County Development Plan 2023-2029	The Kildare County Development Plan 2023-2029 was adopted 9th December 2022 came into effect on the 28th January 2023. The main policies and objectives relevant to the DART+ Programme are as follows: **TM O10: "**Facilitate and secure the delivery/implementation of the public transport projects that relate to County Kildare as identified within the Integrated Implementation Plan (2019-2024), (or any superseding document), including the DART+ programme (Including DART+ West and DART+ South West), BusConnects and the light rail investments. The DART+ projects present an opportunity to improve journey time, reliability, and train frequency." **TM P1**: *"Promote sustainable development through facilitating movement to, from, and within the County that is accessible to all and prioritises walking, cycling and public transport"*. **TM P3**: *"Promote the sustainable development of the county by supporting and guiding national agencies in delivering major improvements to the public transport network and to encourage a shift from car-based travel to public transport that is accessible for all, regardless of age, physical mobility, or social disadvantage"*. **TM O9**: *"Support and encourage the transition from fossil fuel use and consider the preparation of guidance for decommissioning of changing infrastructure to more sustainable uses, through the preparation of the Local Climate Action Plan"*. ***TM O51****: Support the electrification of intercity routes.*	The plan supports the DART+ West and *positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.

Name	Description	Cumulative Impact with proposed development
	***TM O54**: "Support and facilitate, in co-operation with Irish Rail and the National Transport Authority the delivery of the following proposed new facilities to connect to the existing and proposed rail network;* • *A second Maynooth railway station/depot sited to the west of Maynooth"* A Strategic Environmental Assessment, an Appropriate Assessment and a Strategic Flood Risk Assessment were undertaken and published with this Plan.	
Maynooth and Environs Draft Transport Strategy (Public Consultation No. 2 November 2022)	Kildare County Council published the draft Transport Strategy for Maynooth and its Environs for public consultation in November 2022. The draft strategy measures are designed to resolve existing issues in the transport network in the area and to support safe, efficient travel by all modes of transport in the future. Measures from the Transport Strategy which relate to roads, public transport, walking and cycling modes of travel will be incorporated into the future Maynooth and Environs Joint Local Area Plan 2024-2030. The draft Strategy makes a number of assumptions in relation to the improvements for the Maynooth transport infrastructure, which includes the DART+ West *"assumes DART+ West has been implemented with greater frequencies and capacity"*. Draft Strategy's committed measures for public transport incorporates the DART+ West project (labelled as DART+ Maynooth). The works proposed as part of the DART+ West project, support the following public transport objectives listed in the draft Strategy: • Improve the coverage, frequency and capacity of bus and rail services. • Improve public transport stops/stations in respect to location, information, accessibility, infrastructure and visibility. • Improve interchange experience for passengers changing between different modes of public transport or routes. • Promote modal shift from the private car to bus or rail, particularly for medium/long distance trips.	The draft Strategy supports the DART+ West and *positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Maynooth and Environs Joint Local Area Plan 2024-2030 (Pre-Draft)	At the time of writing, a pre-draft Public Consultation Issues Paper (October, 2022) was prepared for the Maynooth and Environs Joint Local Area Plan 2024-2030. The Pre-Draft Issues Paper states that the purpose of the Joint LAP is to set out an overarching land use strategy for the proper planning and sustainable development of the town over the life of the Plan to 2030. The Joint LAP will incorporate a framework for guiding the future development of transportation, housing, retail, heritage, employment, and social and community infrastructure in Maynooth. The pre-draft Issues Paper lists the key challenges affecting the future development of Maynooth which includes *"key servicing infrastructure such as water and wastewater facilities, along with critical transportation projects such as the Maynooth Outer Orbital Route (MOOR), DART+ West and Bus Connects"*.	At the time of writing, this Plan was at a pre-draft Consultation Issues Paper stage, with minimal information regarding the policies and objectives of this Plan. Therefore, a cumulative assessment of this Plan and the proposed development could not be carried out.

2.2.1 Projects

The cumulative assessment of the Tier 3 projects submitted for planning between February 2022 and May 2023 inclusive with the proposed development is presented in Table 2-3, Table 2-4, Table 2-5 and Table 2-6 within the functional areas of Dublin City Council, Fingal County Council, Kildare County Council and Meath County Council respectively.

Applications for projects listed in tables below that at the time of writing were awaiting further/additional information or pending a final decision or under appeal are not considered to be *"existing or approved"* projects whose cumulative impacts need to be considered. However, as a precautionary approach their cumulative impacts have been considered and included in this assessment. For ease of reference, applications that are awaiting further/additional information or pending a final decision are listed below:

1. National Transport Authority, Swords to City Centre Core Bus Corridor Scheme: EIA Portal ID 2023068 & ABP ref. no. 317121
2. National Transport Authority, Ballymun/Finglas to City Centre Core Bus Corridor Scheme: EIA Portal ID 2022169
3. National Transport Authority, Blanchardstown to City Centre Core Bus Corridor Scheme: EIA Portal ID 2022112
4. Transport Infrastructure Ireland (TII), Metrolink: ABP Case Number 314724 & EIA Portal ID 2022188
5. Dublin City Council: ABP Case Number 313738 & EIA Portal ID 2022098
6. Banner A Cuig Limited: DCC planning ref no. LRD6015/22-S3
7. Firth Developments Unlimited Company: EIA Portal ID 2023002 & FCC planning ref no. FW23A/0013
8. Aldi Stores (Ireland) Limited, Anne O'Neill: ABP Case Number 315707 & FCC planning ref no. FW22A/0152
9. Irish Water: ABP Case Number 315725 & KCC planning ref no. 22784
10. Ladas Property Company Limited: KCC planning ref no. 23494
11. McGarrell Reilly Homes Limited: ABP Case Number 314703 & MCC planning ref no. 22910
12. McGarrell Reilly Homes: MCC planning ref no. 23424

Table 2-3 Tier 3 Projects within the functional area of Dublin City Council

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Applicant: National Transport Authority **Local Authority**: Dublin County Council **Planning Applicant ref:** EIA Portal ID 2023068 & ABP ref. no. 317121 **Location:** Along the R132 Swords Road, Drumcondra Road and Dorset Street between Pinnock Hill, Swords and Parnell Square, and within the Fingal County Council (FCC) and Dublin City Council (DCC) administrative areas. **Status:** Decision is pending with regards to this planning application. Construction Phase is approx. 36 months as defined by the applicant.	The National Transport Authority (NTA) has requested approval under section 51(2) of the Roads Act 1993 (as amended) in 2023 for the construction of the Swords to City Centre Core Bus Corridor Scheme (BusConnects Swords to City Centre Core Bus Corridor No. 2) which has an overall length of approximately 12 km, and will commence south of Swords at Pinnock Hill Junction and travel in a southerly direction along the R132 Swords Road past Airside Retail Park, Dublin Airport and Santry Park. The route will continue on the R132 past Santry Demesne, where the Swords Road joins the R104 at Coolock Lane. The route will continue on the R132 in a southerly direction through Santry village. It will continue along the Swords Road past Whitehall to Griffith Avenue. The route will follow Drumcondra Road Upper past the DCU St Patrick's Campus to the river Tolka. It will continue through Drumcondra, on Drumcondra Road Lower to Binns Bridge on the Royal Canal. From there it will continue on Dorset Street Lower as far as Eccles Street, from where it will continue on Dorset Street Upper to North Frederick Street and Parnell Square, all in the County of Dublin and within the Fingal County Council (FCC) and Dublin City Council (DCC) administrative areas, comprising inter alia: • 23.7 km (two-way) of bus priority infrastructure and traffic management; • 21.6 km (total both directions) of cycling infrastructure and facilities; • Provision of new/refurbished pedestrian facilities and footpaths along the scheme and associated ancillary works; • Provision of a new pedestrian and cycle bridge over the Drumcondra River; • Provision of 34 junction upgrades and associated ancillary works; • Provision of 48 new/refurbished raised table side entry facilities;	**Traffic and Transport – Construction:** Both projects propose road works at OBD223 Binns Bridge. There is potential for significant cumulative negative effects on vehicular traffic along Drumcondra Road Lower if the construction works and road closures occur concurrently and/or sequentially. **Traffic and Transport – Operation:** Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR Traffic and Transport Chapters, and the Construction Traffic Management Plans (CTMPs) will address the potential cumulative impacts on traffic and transport during construction. The cumulative chapter of the Metrolink EIAR assessed cumulative effects of this BusConnects project and other major projects such as the DART+ projects. The chapter states that *"interface liaison will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately"*. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight to moderate, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in local economy to support the workforce. **Population – Operation:** Both projects are likely to have positive effects on journey characteristics and journey amenity of the population by improving the public transport and active travel facilities.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR Population Chapters, and the Construction Environmental Management Plans (CEMP) will address the potential cumulative impacts on the population during construction. A Construction Traffic Management Plan (CTMP) will also be developed for both projects. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight to moderate, and short-term effects **Population – Operation:** Positive and long-term effects.
		Biodiversity – Construction: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity. **Biodiversity – Operation:** There are no significant likely cumulative Biodiversity operational phase impacts.	**Biodiversity – Construction:** Mitigation measures proposed in the Biodiversity and Water Chapters of the respective EIARs will address the potential impacts to water quality. A Construction Environmental Management Plan (CEMP) will also be developed for both projects. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.

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	• Reconfiguration of existing bus stops resulting in 68 number new bus stop facilities; • Public Realm works including landscaping, planting, street furniture, street lighting, boundary walls and sustainable urban drainage (SUDs) measures; • Roads associated earthworks including excavation of unacceptable material, importation of material and temporary storage of materials; • Provision of road pavement, signing, lining and ancillary works; • Provision of gates, fencing and boundary treatment works; • Provision of new and diverted drainage infrastructure; • Diversion of utilities and services including associated ancillary works; and • Construction of accommodation works including boundary treatments and ancillary grading and landscaping works; • together with all ancillary and consequential works associated therewith. An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) accompanies this planning application. **Distance:** DART+ West and BusConnects Core Bus Corridor No. 2 overlap at OBD223 Binn's Bridge. The proposed DART+ West project proposes track lowering and parapet heightening works for OBD223 Binn's Bridge. OHLE installations, utility diversions and drainage works will occur within the perway under the existing bridge. At this location, based on the design information included in the EIAR for the BusConnects project, widening of the OBD223 Binns Bridge carriageway is proposed.	**Land and soils - Construction:** There is potential for waste material from excavation required for both projects, leading to significant amounts of waste material requiring disposal to similar facilities along the same timeline. **Land and soils – Operation:** No significant cumulative effects on land and soils are envisaged during operation.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared for both developments. Mitigation measures proposed in the Land and Soils Chapters of the respective EIARs will be implemented to reduce the potential for cumulative impacts on land and soils during construction. Mitigation measures have been prepared for the DART+ West Project to manage materials to and from the development sites. **Land and soils – Operation:** No mitigation required.	**Land and Soil – Construction:** Negative, imperceptible to slight and short-term effects.
		Hydrology – Construction: The construction works for both projects will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water. **Hydrology – Operation:** No significant cumulative effects on hydrology are envisaged during operation.	**Hydrology:** Mitigation measures proposed in the respective Biodiversity and Water Chapters of the EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Mitigation measures proposed in the Summary of Mitigation Measures Chapter of respective EIARs will also address potential impacts to water quality.	**Hydrology – Construction:** Negative, not significant, and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: The construction works for both projects will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water and/or groundwater bodies. **Hydrogeology – Operation:** No significant cumulative effects on hydrogeology are envisaged during operation.	**Hydrogeology:** Mitigation measures proposed in the respective Hydrogeology and Water Chapters of the EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Mitigation measures proposed in the Summary of Mitigation Measures Chapter of respective EIARs will also address potential impacts to surface water quality.	**Hydrogeology – Construction:** Negative, not significant, and short-term effects **Hydrogeology – Operation:** Not significant.
		Air quality - Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality - Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** Negative, not significant, short-term effects. **Air Quality – Operation:** Not significant.

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		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** Not significant. **Climate – Operation**: Positive, indirect long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration - Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the respective EIARs for the developments and the CEMPs will be implemented to control noise and vibration effect. **Noise and Vibration – Construction:** No mitigation required.	**Noise and Vibration – Construction:** Negative, slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual – Construction: Due to the scale and nature of this development, no significant cumulative landscape and visual effects are envisaged should the construction phase overlap with the proposed DART+ West project. **Landscape and Visual – Operation:** It is likely that the provision of public transport proposed by DART+ West and BusConnects will have a positive cumulative effect on landscape and visual by enhancing the public realm and visual character of areas along the routes of both projects.	**Landscape and Visual - Construction:** No mitigation required. **Landscape and Visual - Operation:** No mitigation required.	**Landscape and Visual – Construction:** Negative, not significant, and temporary. **Landscape and Visual – Operation:** Imperceptible.
		Agri / Non Agri Land take: This development's boundary overlaps with the temporary and permanent land take of the proposed DART+ West project. However, due to the small overlap in landtake, no significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** Imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** Not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation to be produced from both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared for both developments to manage materials to and from development sites.	**Material Assets – Waste Management – Construction:** Negative, not significant, and short-term. **Material Assets – Waste Management – Operation:**

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		likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Operation:** No mitigation required.	Negative, imperceptible, and long-term.
		Archaeology, Architecture and Cultural Heritage: The proposed DART+ West and the BusConnects Project will carry out works to Binns Bridge, a protected structure (DCC RPS 908) which is located along Drumcondra Lower Road. There is potential for negative cumulative effects during construction and operation phases of both projects on Binns Bridge.	**Archaeology, Architecture and Cultural Heritage - Construction:** All mitigation measures proposed as part of the respective EIAR's will be implemented to address potential cumulative effects to archaeology, architecture, and cultural heritage. **Archaeology, Architecture and Cultural Heritage – Operation:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage - Construction:** Negative, slight, short-term. **Archaeology, Architecture and Cultural Heritage - Operation:** Negative, slight to moderate and long-term.
		Human Health - Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health - Operation:** Both developments will enhance pedestrian and cyclist infrastructure in Dublin City, which is likely to promote active travel, having a positive effect on human health.	**Human Health- Construction:** All mitigation measures proposed as part of the respective EIARs and those included in Human Health Chapters of the respective EIARs and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** Negative, slight, and short-term. **Human Health - Operation:** Positive and long-term effects.
Applicant: National Transport Authority **Local Authority**: Dublin City Council **Planning Applicant ref:** EIA Portal ID 2022169 **Location:** Along Ballymun Road, St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and Church Street, and along Finglas Road from Finglas Village to Phibsborough.	The National Transport Authority (NTA) has requested approval under section 51(2) of the Roads Act 1993 (as amended) in 2022 in relation to a proposed road development consisting of: The construction of the Ballymun/Finglas to City Centre Core Bus Corridor Scheme, which has an overall length of approximately 10.9 km, and is routed along Ballymun Road from the junction at St. Margaret's Road southwards and along St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and Church Street as far as the junction with Arran Quay / Ormond Quay on the River Liffey, and along Finglas Road from the St. Margaret's Road junction to Prospect Road at Hart's Corner, as well as quiet-street cycle routes along Royal Canal Bank in Phibsborough, and through the Markets Area from Constitution Hill	**Traffic and Transport – Construction:** Both projects propose road works at this location (Prospect Road Bridge). There is potential for cumulative negative effects on vehicular traffic along Prospect Road if the construction works and road closures occur concurrently and / or sequentially. **Traffic and Transport – Operation:** Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR Traffic and Transport Chapters, and the Construction Traffic Management Plans (CTMPs) will address the potential cumulative impacts on traffic and transport during construction. The cumulative chapter of EIAR for this BusConnects project assessed cumulative effects of the project and other major transport projects such as the DART+ West. The assessment states that *"Interface liaison has taken place between the BusConnects Infrastructure team and the design teams for both MetroLink and DART+ West during the development of the schemes. The NTA and the appointed contractor will continue this during the Construction Phase of the Proposed Scheme to ensure that there is coordination between*	**Traffic and Transport – Construction:** Negative, slight to moderate, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.

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Status: Decision is pending with regards to this planning application. Construction Phase is approx. 24 months as defined by the applicant.	to Ormond Quay all in the County of Dublin and the jurisdictions of Fingal County Council and Dublin County Council, comprising inter alia: • 21.8 km (two-way) of bus priority infrastructure and traffic management; • 21.8 km (total both directions) of cycling infrastructure and facilities; • New pedestrian/cyclist bridges over 2 railway lines and the Royal Canal in Phibsborough; • A new pedestrian/cycle bridge under North Circular Road in Phibsborough; • Provision of new/refurbished pedestrian facilities and footpaths along the scheme and associated ancillary works; • Provision of 34 junction upgrades and associated ancillary works; • Provision of 48 new/refurbished raised table side entry facilities; • Reconfiguration of existing bus stops resulting in 4 new bus stops and 65 number new bus stop facilities; • Public Realm works including landscaping, planting, street furniture, street lighting, boundary walls and sustainable urban drainage (SUDs) measures; • Roads associated earthworks including excavation of unacceptable material, importation of material and temporary storage of materials; • Provision of road pavement, signing, lining and ancillary works; • Provision of gates, fencing and boundary treatment works; • Provision of new and diverted drainage infrastructure; • Diversion of utilities and services including associated ancillary works; and • Construction of accommodation works including boundary treatments and ancillary grading and landscaping works;		*projects so as to avoid significant cumulative impacts".* **Traffic and Transport – Operation:** No mitigation required.	
		Population – Construction: Should the construction stages overlap and / or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions / severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in local economy to support the workforce. **Population – Operation:** Both projects are likely to have positive effects on journey characteristics and journey amenity of the population by improving the public transport and active travel facilities.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR Population Chapters, and the Construction Environmental Management Plans (CEMP) will address the potential cumulative impacts on the population during construction. A Traffic Management Plan will also be developed for both projects. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight to moderate, and short-term effects. **Population – Operation:** Positive, slight, and long-term effects.
		Biodiversity – In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity. **Biodiversity – Operation:** There are no significant likely cumulative biodiversity operational phase impacts.	**Biodiversity – Construction:** Mitigation measures proposed in the Biodiversity and Water Chapters of the respective EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.
		Land and soils - Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. **Land and soils – Operation:** No significant cumulative effects on land and soils are envisaged during operation.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a CTMP have been prepared for both developments. Mitigation measures proposed in the Land and Soils Chapters of the respective EIARs will be implemented to reduce the potential for cumulative impacts on land and soils during construction. Mitigation measures have been prepared for the DART+ West Project to manage materials to and from the development sites. **Land and soils – Operation:** No mitigation required.	**Land and soils – Construction:** Negative, imperceptible to slight, and short-term effects. **Land and soils – Operation**: Not significant.
		Hydrology – Construction: The construction works for both projects will be carried out in vicinity of significant waterbodies, whereby works for the DART+ West project will be carried out in vicinity of the Royal Canal, while BusConnects works at this location are close to the River Liffey. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative	**Hydrology:** Mitigation measures proposed in the Water Chapter and the Summary of Mitigation Measures Chapter of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Surface water management is also addressed in the CEMPs.	**Hydrology – Construction:** Negative, not significant, and short-term effects. **Hydrology – Operation**: Not significant.

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	• together with all ancillary and consequential works associated therewith. An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) accompanies this planning application. **Distance:** DART+ West and BusConnects Core Bus Corridor No. 3 overlap in Glasnevin at OBO 11 Prospect Road Bridge. The proposed DART+ West project proposes perway works within the MGWR and GSWR railway lines including OHLE installation and drainage works under OBO11 Prospect Road Bridge. Track lowering and parapet heightening works are also proposed for OBO11. This BusConnects project proposes to widen OBO11 Prospect Road Bridge.	effects in the event of accidental spillages causing pollution and impacting surface water. **Hydrology - Operation:** No significant cumulative effects on hydrology are envisaged during operation.		
		Hydrogeology – Construction: The construction works for both projects will be carried out in vicinity of waterbodies. Works on the DART+ West project and the BusConnects project will be carried out in vicinity of the Royal Canal at Prospect Road. Should the construction stages overlap and / or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water and/or groundwater bodies. **Hydrogeology - Operation**: There are no significant likely cumulative hydrogeology operational phase impacts.	**Hydrogeology:** Mitigation measures proposed in the respective Hydrogeology and Water Chapters of the EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Mitigation measures proposed in the Summary of Mitigation Measures Chapter of respective EIARs will also address potential impacts to surface water quality.	**Hydrogeology – Construction:** Negative, imperceptible, and short-term effects. **Hydrogeology – Operation:** Not significant.
		Air quality - Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality - Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality - Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality - Operation:** No mitigation required.	**Air Quality – Construction:** Neutral, not-significant, and short-term effects. **Air Quality – Operation:** Not significant.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the public transport improvement measures proposed by the DART+ West and BusConnects Ballymun to City Centre Bus Corridor in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** Not significant. **Climate – Operation**: Positive and long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise and vibration effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the respective EIARs for the developments and the CEMPs will be implemented to control noise and vibration. **Noise and Vibration – Construction:** No mitigation required.	**Noise and Vibration – Construction:** Negative, slight to moderate, and short-term. **Noise and Vibration – Operation:** Not significant.

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		Landscape and Visual – Construction: Should the construction stages overlap; negative cumulative landscape and visual effects are envisaged. **Landscape and Visual – Operation:** It is likely that the provision of public transport proposed by DART+ West and BusConnects will have a positive cumulative effect on landscape and visual by enhancing the public realm and visual character of areas along the routes of both projects.	**Landscape and Visual - Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR Landscape and Visual Chapters will address the potential cumulative visual impacts on the landscape (townscape). **Landscape and Visual - Operation:** No mitigation required.	**Landscape and Visual – Construction:** Negative, moderate, and temporary effects. **Landscape and Visual – Operation:** Positive, significant, and long-term effects.
		Agri / Non Agri Land take: This development's boundary overlaps with the permanent land take of the proposed DART+ West project. However, due to the small overlap in landtake, no significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No Mitigation required.	**Agri / Non Agri Land take:** Imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** Not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation to be produced from both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to material assets - waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared for both developments to manage the movement and waste management of materials to and from development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** Negative, slight to moderate, and short-term effects. **Material Assets – Waste Management – Operation:** Not significant.
		Archaeology, Architecture and Cultural Heritage: The proposed DART+ West and the BusConnects Project will carry out works to OBO 11 Prospect Road Bridge, and have the potential to negatively impact both structures at construction and operation phase.	**Archaeology, Architecture and Cultural Heritage - Construction:** All mitigation measures proposed as part of the respective EIAR's will be implemented to address potential cumulative effects to archaeology, architecture, and cultural heritage. **Archaeology, Architecture and Cultural Heritage – Operation:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage - Construction:** Negative, moderate, short-term. **Archaeology, Architecture and Cultural Heritage - Operation:** negative, slight, permanent.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for	**Human Health- Construction:** All mitigation measures proposed as part of the respective EIARs and those included in Human Health Chapters of the respective EIARs and the CTMP will reduce the cumulative effects.	**Human Health- Construction:** Negative, slight, and short-term. **Human Health- Operation:** Positive and long-term effects.

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		cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** Both developments will enhance pedestrian and cyclist infrastructure in Dublin City, which is likely to promote active travel, having a positive effect on human health.	**Human Health- Operation:** No mitigation required.	
Applicant: National Transport Authority **Local Authority**: Dublin City Council **Planning Applicant ref:** EIA Portal ID 2022112 **Location:** west of Blanchardstown Shopping Centre, the Scheme is routed onto the N3 Navan Road, then routed along the Old Cabra Road, Prussia Street, Manor Street and Stoneybatter to the junction with King Street North. The Core Bus Corridor is then routed via Blackhall Place as far as the junction with Ellis Quay. At the Stoneybatter / Brunswick Street North junction, cyclists are routed along Brunswick Street North, George's Lane and Queen Street as far as the junction with Ellis Quay / Arran Quay, **Status:** Decision is pending with regards to this planning application. Construction Phase is approx. 24 months as defined by the applicant.	The National Transport Authority (NTA) has requested approval in 2022 under section 51(2) of the Roads Act 1993 (as amended) to An Bord Pleanála ('the Board') in relation to a proposed road development consisting of: The construction of Blanchardstown to City Centre Core Bus Corridor Scheme which has an overall length of approximately 10.9 km, and commences at Junction 3 (Blanchardstown / Mulhuddart) southbound off-slip from the N3 and proceeds along the R121 Blanchardstown Road South into the Blanchardstown Shopping Centre. From a new terminus to the north-west of Blanchardstown Shopping Center, the Scheme is routed onto the N3 Navan Road via Snugborough Road junction and follows the N3 and Navan Road as far as the junction with Old Cabra Road, then routed along the Old Cabra Road, Prussia Street, Manor Street and Stoneybatter to the junction with King Street North. The Core Bus Corridor is then routed via Blackhall Place as far as the junction with Ellis Quay/Arran Quay, all in the County of Dublin and within the Dublin City Council (DCC) and Fingal County Council (FCC) administrative areas, comprising inter alia: • 21.2 km (two-way) of bus priority infrastructure and traffic management; • 17.1 km (total both directions) of cycling infrastructure and facilities; • Provision of new/refurbished pedestrian facilities and footpaths along the scheme and associated ancillary works;7 • Provision of 41 junction upgrades and associated ancillary works;	**Traffic and Transport – Construction:** The proposed DART+ Project proposes to locate a temporary construction compound to the west of Navan Road Parkway train station which will generate HGV movements along the road network, R147 Navan Road in particular. Road works and diversions along Ashtown Road proposed as part of DART+ West are also likely to impact on vehicular traffic. The BusConnects project proposes works along R147 Navan Road. There is potential for significant cumulative negative effects on vehicular traffic along R147 Navan Road and Ashtown Road if the construction works, and road closures occur concurrently and/or sequentially. However, Section 21.2.6 of the BusConnects EIAR states that *"it is envisaged that the Proposed Scheme construction works will be completed in advance of DART+ West works, particularly where major construction work and hence greater construction traffic volumes are required on the road network*". **Traffic and Transport – Operation:** Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR Traffic and Transport Chapters, and the Construction Traffic Management Plans (CTMPs) will address the potential cumulative impacts on traffic and transport during construction. The cumulative chapter of EIAR for this BusConnects project assessed cumulative effects of the project and other major transport projects such as the DART+ West. The assessment states that *"interface liaison will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately*". **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight to moderate, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in local economy to support the workforce. **Population – Operation:** Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR Population Chapters, and the Construction Environmental Management Plans (CEMP) will address the potential cumulative impacts on the population during construction. A Traffic Management Plan will also be developed for both projects. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight to moderate, and short-term effects **Population – Operation:** Positive and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	• Provision of 32 new/refurbished raised table side entry facilities; • Reconfiguration of existing bus stops resulting in 57 number new bus stop facilities; • Provision of a new Bus Interchange consisting of 6 boarding bays and 6 drop-off bays; • Public Realm works including landscaping, planting, street furniture, street lighting, boundary walls and sustainable urban drainage (SUDs) measures; • Roads associated earthworks including excavation of unacceptable material, importation of material and temporary storage of materials; • Provision of road pavement, signing, lining and ancillary works; • Provision of gates, fencing and boundary treatment works; • Provision of new and diverted drainage infrastructure; • Diversion of utilities and services including associated ancillary works; and • Construction of accommodation works including boundary treatments and ancillary grading and landscaping works; • together with all ancillary and consequential works associated therewith. An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) accompanies this planning application. **Distance:** The construction works of the proposed DART+ West and BusConnects Core Bus Corridor No. 3 overlap at Navan Road/Ashtown Road. The proposed DART+ West project proposes a new permanent OHLE compound to be constructed through the Navan Road Parkway station. The works will consist of the construction of Navan Road Permanent	**Biodiversity – Construction:** In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity. **Biodiversity – Operation:** There are no significant likely cumulative biodiversity operational phase impacts.	**Biodiversity – Construction:** Mitigation measures proposed in the Biodiversity and Water Chapters of the respective EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.
		Land and soils - Construction: There is potential for waste material from excavation to be generated from both projects, leading to waste material requiring disposal. **Land and soils – Operation:** No significant cumulative effects on land and soils are envisaged during operation.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared for both developments. Mitigation measures proposed in the Land and Soils Chapters of the respective EIARs will be implemented to reduce the potential for cumulative impacts on land and soils during construction. Mitigation measures have been prepared for the DART+ West Project to manage materials to and from the development sites. **Land and soils – Operation:** No mitigation required.	**Land and Soil – Construction:** Negative, imperceptible to slight, and short-term effects. **Land and Soil – Operation:** Not significant.
		Hydrology – Construction: The construction works for both projects will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water. **Hydrology - Operation:** No significant cumulative effects on hydrology are envisaged during operation.	**Hydrology - Construction:** Mitigation measures proposed in the respective Biodiversity and Water Chapters of the EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Mitigation measures proposed in the Summary of Mitigation Measures Chapter of respective EIARs will also address potential impacts to water quality. **Hydrology - Operation:** No mitigation required.	**Hydrology – Construction:** Negative, not significant, and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: The construction works for both projects will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water and/or groundwater bodies. **Operation**: No significant cumulative effects on hydrogeology are envisaged during operation.	**Hydrogeology:** Mitigation measures proposed in the respective Hydrogeology and Water Chapters of the EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Mitigation measures proposed in the Summary of Mitigation Measures Chapter of respective EIARs will also address potential impacts to surface water quality.	**Hydrogeology – Construction:** Negative, not significant, and short-term effects. **Hydrogeology – Operation:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	SET Maintenance Building and the associated urban development. At Ashtown, the proposed DART+ West project requires the re-routing of Ashtown Road to the west under both the railway and the Royal Canal via an underpass structure. A pedestrian and cyclist bridge is provided at Ashtown Station. At this location, based on the EIAR prepared for the BusConnects project, it is proposed to provide a continuous bus lane in both directions on the roundabout over the M50. It is intended to provide additional bus stops at Auburn Avenue. The cycle track along the Navan Road adjacent to Castleknock Manor has been removed and Castleknock Manor has been designated as a Quiet Street to cater for cyclists, as well as vehicular traffic. This cycle facility will tie into the proposed Greater Dublin Area Proposed Cycle Network that will run along Castleknock Manor. The bus lane will be directed up the on and off slip roads to provide access to the bus stops serving the Navan Road Parkway. The outbound traffic lanes will be rearranged from two general traffic lanes to one general traffic lane and one bus lane. It is proposed to modify the Navan Road roundabout at Ashtown Road to a signal-controlled roundabout – keeping the existing trees on the central island. At this junction, it is proposed to terminate the two-way cycle way (west of the junction) and to transition to a segregated cycle track on each side of the carriageway (east of the junction). A general traffic lane and bus lane in both directions are to be provided along Navan Road, with one-way cycle tracks on both sides of the road. Proposed junction layouts include a right turn lane from Navan Road (westbound) to Kinvara Avenue. The previously proposed eastbound right turn lane into Baggot Road has been removed, although a right turn movement is allowed.		**Hydrogeology - Operation:** No mitigation required	
		Air quality - Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality - Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** Neutral, not-significant, and short-term effects. **Air Quality – Operation:** Not significant.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the public transport improvement measures proposed by the DART+ West and BusConnects Blanchardstown to City Centre Bus Corridor in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** Not significant. **Climate – Operation**: Positive and long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise and vibration effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the respective EIARs for the developments and the CEMPs will be implemented to control noise and vibration effect. **Noise and Vibration – Construction:** No mitigation required.	**Noise and Vibration – Construction:** Negative, slight to moderate, and short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual – Construction: Should the construction stages overlap; negative cumulative landscape and visual effects are envisaged. **Landscape and Visual – Operation:** It is likely that the provision of public transport proposed by DART+ West and BusConnects will have a positive cumulative effect on landscape and visual by enhancing the public realm and visual character of areas along the routes of both projects.	**Landscape and Visual - Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR Landscape and Visual Chapters will address the potential cumulative visual impacts on the landscape (townscape). **Landscape and Visual - Operation:** No mitigation required.	**Landscape and Visual – Construction:** Negative, moderate, and temporary. **Landscape and Visual – Operation:** Positive, significant, and long-term effects.
		Agri / Non Agri Land take: This development's boundary overlaps with the permanent land take of the proposed DART+ West project. However, due to the small overlap in landtake, no significant	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** Imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		cumulative effects are likely during construction or operation.		
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** Not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation to be generated from both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation:** No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared for both developments to manage materials to and from development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** Neutral and not significant. **Material Assets – Waste Management – Operation:** Not significant.
		Archaeology, Architecture and Cultural Heritage: The proposed DART+ West and the BusConnects Project will carry out works At Navan Road and Ashtown Road. No known features of archaeological, architectural or cultural heritage significance are affected by either project at this location. However, there is potential for cumulative impacts on unknown archaeological features.	**Archaeology, Architecture and Cultural Heritage - Construction:** All mitigation measures proposed as part of the respective EIAR's will be implemented to address potential cumulative effects to archaeology, architecture, and cultural heritage. **Archaeology, Architecture and Cultural Heritage – Operation:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage - Construction:** Negative, slight, short-term. **Archaeology, Architecture and Cultural Heritage - Operation:** Not significant.
		Human Health - Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health - Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All mitigation measures proposed as part of the respective EIARs and those included in Human Health Chapters of the respective EIARs and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** Negative, slight, and short-term. **Human Health- Operation:** Positive, significant, and permanent.
Applicant: Malkey Limited **Local Authority**: Dublin City Council	Planning permission was granted in April 2023 for a Large-scale Residential Development (LRD) at a c. 0.55-hectare site at the former Leydens Wholesalers & Distributors, No. 158A Richmond Road, Dublin 3, D03 YK12. The site is bounded to the north-east by Richmond Road, to the west/south-west by No. 146A and	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Planning Applicant ref: ABP Case ref no. 317136 & DCC planning ref no. LRD6006/23-S3 **Location:** 158A, The former Leydens Wholesalers & Distributors, Richmond Road, Dublin 3, D03 YK12 **Status:** Planning application was granted permission in April 2023. Construction duration is approx. 24 months as defined by the applicant.	Nos. 148-148A Richmond Road (pending application ABP Reg. Ref. TA29N.312352), to the south/south-west by a residential and commercial development (Distillery Lofts) and to the east/south-east by the Former Distillery Warehouse (derelict brick and stone building). Improvement works to Richmond Road are also proposed including carriageway widening up to c. 6 metres in width, the addition of a c. 1.5 metre wide one-way cycle track/lane in both directions, the widening of the northern footpath on Richmond Road to a minimum of c. 1.8 metres and the widening of the southern footpath along the site frontage which varies from c. 2.2 metres to c. 7.87 metres, in addition to a new signal controlled pedestrian crossing facility, all on an area of c. 0.28 hectares. The development site area and road works area will provide a total application site area of c. 0.83 hectares. The proposed development will principally consist of: a Large-scale Residential Development (LRD) comprising the demolition of existing industrial structures on site (c. 3,359 sq m) and the construction of a mixed-use development including artist studios (c. 749 sq m), a creche (c. 156 sq m), a retail unit (c. 335 sq m), and a gym (c. 262 sq m), and 133 No. residential units (65 No. one bed apartments and 68 No. two bed apartments). The development will be provided in 3 No. blocks ranging in height from part 1 No. to part 10 No. storeys as follows: Block A will be part 1 No. storey to part 4 No. storeys in height, Block B will be part 1 No. storeys to part 10 No. storeys in height (including podium) and Block C will be part 1 No. storeys to part 9 No. storeys in height (including podium). The proposed development has a gross floor area of c. 14,590 sq m and a gross floor space of c. 13,715 sq m. The development also proposes the construction of: a new c. 204 No. metre long flood wall along the western, southern and south-eastern boundaries of the proposed development with a top of wall level of c. 6.4 metres AOD to c. 7.15 metres AOD (typically c.	**Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services.	the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services. The strategic location of this development to public transport services, such as DART will facilitate access of future residents to these services.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West EIAR Population Chapter and the respective Construction Traffic Management Plans (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight, and short-term effects regarding construction traffic and local accessibility. Positive, slight, short-term effects for job employment and local economy. **Population – Operation:** Positive, significant, and long-term effects.
		Biodiversity – Construction: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the respective EIARs will address the potential impacts to water quality during construction and operational phases. Mitigation measures associated with this LRD development will also be proposed in their Landscape Planning Report.	**Biodiversity:** Imperceptible.
		Land and soils - Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils -** Not applicable.	**Land and Soil –** Not applicable.
		Hydrology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts. **Hydrology – Operation:** No significant cumulative effects on hydrology are envisaged during operation.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology/Water of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated	**Hydrology – Construction:** negative, not significant, and short-term effects. **Hydrology – Operation**: Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	1.25 metres to c. 2.3 metres in height) if required; and new telecommunications infrastructure at roof level of Block B including shrouds, antennas and microwave link dishes (18 No. antennas enclosed in 9 No. shrouds and 6 No. transmission dishes, together with all associated equipment) if required. A flood wall and telecommunications infrastructure are also proposed in the adjoining Strategic Housing Development (SHD) application (pending decision ABP Reg. Ref. TA29N.312352) under the control of the Applicant. If that SHD application is granted and first implemented, no flood wall or telecommunications infrastructure will be required under this application for LRD permission (with soft landscaping provided instead of the flood wall). If the SHD application is refused permission or not first implemented, the proposed flood wall and telecommunications infrastructure in the LRD application will be constructed. The proposed development also provides ancillary residential amenities and facilities; 25 No. car parking spaces including 13 No. electric vehicle parking spaces, 2 No. mobility impaired spaces and 3 No. car share spaces; 2 No. loading bays; bicycle parking spaces; motorcycle parking spaces; electric scooter storage; balconies and terraces facing all directions; public and communal open space; hard and soft landscaping; roof gardens; green roofs; boundary treatments; lighting; ESB substation; switchroom; meter room; comms rooms; generator; stores; plant; lift overruns; and all associated works above and below ground. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the proposed development and have been submitted with the planning application. **Distance:** c. 430m north of development		waste and the measures for handling contaminated waste on site.	
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Operation**: No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology:** Mitigation measures proposed in the Land and Soils and Hydrogeology/Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrogeology – Construction:** negative, not significant, and short-term effects. **Hydrogeology – Operation:** Not significant.
		Air quality: Not applicable – this development is outside of the cumulative assessment study area for air quality.	**Air quality:** Not applicable.	**Air Quality** Not applicable.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction: N**ot significant. **Climate – Operation**: Positive, indirect, and long-term effects.
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
		Landscape and Visual: Not applicable – this development is outside of the cumulative assessment study area for landscape and visual.	**Landscape and Visual:** Not applicable.	**Landscape and Visual:** Not applicable.
		Agri / Non Agri Land take: Not applicable – this development is outside of the cumulative assessment study area for agri / non agri land take.	**Agri / Non Agri Land take:** Not applicable.	**Agri / Non Agri Land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets - utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation to be generated from both projects, leading to waste material requiring disposal.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Environmental Management Plan	**Material Assets – Waste Management – Construction:** negative, not significant, and short-term.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Material Assets – Waste Management – Operation: No significant cumulative effects are likely to occur to material assets - waste management from the operation of these developments.	(CEMP) have been developed in respect of this development and the DART+ West project. A Resource Waste Management Plan has also been developed in respect to this development. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Operation:** Not significant.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside of the cumulative assessment study area for archaeology, architecture, and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.
Applicant: Scanron Limited **Local Authority**: Dublin City Council **Planning Applicant ref:** ABP Case Number 315062 & DCC planning ref no. LRD6001/22-S3A **Location:** Site at Daneswell Place, former Printworks / Smurfit Site, Botanic Road, Glasnevin, Dublin 9. **Status:** Planning permission was granted in March 2023. Construction duration is approx. 36 months as defined by the applicant.	Planning permission was granted to Scanron Limited for amendments to the development permitted on site under DCC Reg. Ref.: 3665/15 (ABP ref 29N.246124), as amended by DCC Reg. Refs.: 4267/17 and 2133/18 (which are constructed/ currently under construction) and extended by DCC Reg. Ref.: 3665/15X2. The proposal will include the construction of 168 no. apartment units (12 no. studios, 72 no. 1 beds, 68 no. 2 beds, and 16 no. 3 beds) within 5 no. blocks ranging in height from 1 to 6 storeys. • Block A ranges in height from 1 to 5 storeys and provides 28 no. residential units. • Block B ranges in height from 5 to 6 storeys and provides 40 no. residential units. • Block C ranges in height from 5 to 6 storeys and provides 44 no. residential units. • Block D ranges in height from 4 to 6 storeys and provides 48 no. residential units. • Block E is 3 storey duplex block and provides 8 no. residential units. All residential units are provided with associated private balconies/ terraces to the north/ south/ east/ west.	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services. The strategic location of	**Population - Construction:** The implementation of the mitigation measures proposed as part of respective EIARs Population Chapter and the CTMP will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effect.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	The proposal also includes a crèche (c. 235.6sqm), café (c. 77.4sqm), resident amenity space (c. 193.8sqm), and an amenity management suit (c. 43.8sqm) in Block A and a resident's gym (c. 109sqm) in Block B. Vehicular/ pedestrian/ cyclist accesses will be from Botanic Road. The proposal also includes the replacement of the existing vehicular access from Botanic Road at the south-western corner of the site with a pedestrian and cyclist access. The proposal will also include car, cycle and motorcycle parking at surface and basement level, all associated site development works, public and communal open spaces, roof gardens, landscaping, boundary treatments, plant areas, waste management areas, and services provision (including ESB substations) will be provided. An Environmental Impact Assessment Report (EIAR) and an Appropriate Assessment Screening Report have been prepared in respect of the proposed development. The AA Screening Report concluded that "it can be excluded that the Proposed Development, individually or in combination with other plans or projects, will have a significant effect on any European Site." **Distance:** c. 265m north of development	this development to public transport services, such as DART will facilitate access of future residents to these services.		
		Biodiversity - Construction: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity. **Biodiversity – Operation:** There are no significant likely cumulative biodiversity operational phase impacts.	**Biodiversity – Construction:** Mitigation measures proposed in the Biodiversity and Water Chapters of the respective EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.
		Land and soils: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils -** Not applicable.	**Land and Soil –** Not applicable.
		Hydrology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts. **Hydrology - Operation:** No significant cumulative effects on hydrology are envisaged during operation.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology/Water of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use and the A Construction and Demolition Waste Management Plan (CDWMP) of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. The Engineering Services Report of the development provides further detail on the proposed surface water, foul water, and water supply for the site.	**Hydrology – Construction:** Negative, not significant, and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology - Operation**: No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology - Construction:** Mitigation measures proposed in the Land and Soils and Hydrogeology/Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrogeology – Construction:** Negative, not significant, and short-term effects. **Hydrogeology – Operation:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
			The Engineering Services Report of this development provides further detail on the proposed surface water, foul water, and water supply for the site. **Hydrogeology – Operation:** No mitigation required.	
		Air quality - Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality - Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality - Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality - Operation:** No mitigation required.	**Air Quality – Construction:** Negative, not significant, and short-term effects. **Air Quality – Operation:** Not applicable.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area, therefore, reducing reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** Not significant. **Climate – Operation**: Positive, indirect, and long-term effects.
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
		Landscape and Visual: Not applicable – this development is outside of the cumulative assessment study area for landscape and visual.	**Landscape and Visual:** Not applicable.	**Landscape and Visual:** Not applicable.
		Agri / Non Agri Land take: Not applicable – this development is outside of the cumulative assessment study area for agri / non agri land take.	**Agri / Non Agri Land take:** Not applicable.	**Agri / Non Agri Land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets - utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation generated from both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to material assets - waste	**Material Assets – Waste Management – Construction:** A CDWMP and a CEMP have been developed in respect of this development and the DART+ West project. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites.	**Material Assets – Waste Management – Construction:** Negative, not significant, and short-term. **Material Assets – Waste Management – Operation:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		management from the operation of these developments.	**Material Assets – Waste Management – Operation:** No mitigation required.	
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside of the cumulative assessment study area for archaeology, architecture, and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.
Applicant: Dublin City Council **Local Authority**: Dublin City Council **Planning Applicant ref:** ABP Case Number 313738 & EIA Portal ID 2022098 **Location:** Grand Canal Docks Basin, Grand Canal Quay, Hanover Quay, Sir John Rogerson's Quay and Asgard Rd, Dublin 2. **Status:** Decision regarding the planning application is pending. Construction duration is approx. 24 months as defined by the applicant.	Dublin City Council intends to seek the approval of An Bord Pleanála, in accordance with Section 226 of the Planning and Development Act 2000, as amended, for the Grand Canal Storm Water Outfall Extension comprising the construction of pipework, transition chambers, floating platforms and new outfall structure to the River Liffey, including all ancillary site works. The proposed development will reroute the existing stormwater discharge point from the Grand Canal Dock Basin into the River Liffey. The proposed works will take place within the designated North Lotts and Grand Canal Dock Strategic Development Zone in Grand Canal Docks Basin and Grand Canal Quay, extending through Hanover Quay to tie-in with an existing culvert on Asgard Road, before connecting with a new section of pipeline and outfall at Sir John Rogerson's Quay on the River Liffey, Dublin 2. The proposed development consists of or comprises the carrying out of works to a protected structure (RPS 7542) under the Dublin City Development Plan 2016-2022 and proposed protected structures (RPS 8844 and 8847) under the Draft Dublin City Development Plan 2022-2028. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the proposed development. **Distance:** c. 300m south of development	**Traffic and Transport – Construction:** There is potential for cumulative negative effects on vehicular traffic if the construction works occur concurrently and/or sequentially with the construction phase of the DART+ West project. **Traffic and Transport – Operation:** There are no significant likely cumulative traffic and transport operational phase impacts.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters prepared in respect of both projects. The DART+ West project will also have mitigation measures as part of its Construction Traffic Management Plan (CTMP) and this development will have its Preliminary Traffic Management Plan to further address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** No significant effects.
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. **Population – Operation:** There are no significant likely cumulative population operational phase impacts.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the EIAR Population/Population and Human Health Chapter and the Construction Environmental Management Plan (CEMP) for both projects will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight, and short-term effects regarding construction traffic and local accessibility. **Population – Operation:** No significant effects.
		Biodiversity – Construction: Should the construction stages overlap and / or develop concurrently, there is potential for cumulative effects on biodiversity resulting from the displacement of local fauna associated with construction activities and surface water quality impacts which could result in impacts to biodiversity for both projects. **Biodiversity – Operation:** There are no significant likely cumulative biodiversity operational phase impacts.	**Biodiversity – Construction:** Mitigation measures proposed in the Biodiversity and Water Chapters of the respective EIARs, and the CEMPs of both projects will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Land and soils - Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils -** Not applicable.	**Land and Soil –** Not applicable.
		Hydrology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts. **Hydrology – Operation:** No significant cumulative effects on hydrology are envisaged during operation.	**Hydrology - Operation:** Mitigation measures proposed in the Biodiversity and Hydrology of the DART+ West project EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use of the EIAR and the CDWMP of the DART+ West project identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. The respective CEMPs prepared for both projects will also provide further mitigation measures for hydrology. **Hydrology - Construction:** No mitigation required.	**Hydrology – Construction:** Negative, slight, and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation**: No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology - Construction:** Mitigation measures proposed in the Hydrogeology/ Land, Soils, Geology, and Hydrogeology Chapters of the EIARs of both projects will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the Construction and Demolition Waste Management Plan (CDWMP) of the DART+ West project EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. The CEMP and Resource and Waste Management Plan (RWMP) of this development provides further detail on the careful disposal of contaminated material and spoil. **Hydrogeology – Operation:** No mitigation required.	**Hydrogeology – Construction:** Imperceptible. **Hydrogeology – Operation:** Not significant.
		Air quality - Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction	**Air quality - Construction:** Dust mitigation and monitoring measures proposed in the Air Quality/ Air Quality and Climate Chapter of the respective EIARs and outlined in the CEMPs of both projects	**Air Quality – Construction:** Negative, imperceptible, and short-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		activities of both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently. **Air quality - Operation:** There are no significant likely cumulative Air Quality operational phase impacts.	will be implemented to mitigate potential cumulative dust impacts. **Air quality - Operation:** No mitigation required.	**Air Quality – Operation:** Not applicable.
		Climate: No significant cumulative effects are predicted during the construction and operation phase of these developments.	**Climate**: No mitigation required at construction or operation phase.	**Climate:** Not significant.
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
		Landscape and Visual: Not applicable – this development is outside of the cumulative assessment study area for landscape and visual.	**Landscape and Visual:** Not applicable.	**Landscape and Visual:** Not applicable.
		Agri / Non Agri Land take: Not applicable – this development is outside of the cumulative assessment study area for agri / non agri land take.	**Agri / Non Agri Land take:** Not applicable.	**Agri / Non Agri Land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets - utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation to be produced from both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to material assets - waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** The respective CEMPs for both projects set out the proposed procedures and operations to be utilised on the proposed construction site regarding waste management. Chapter 19 Material Assets: Waste Management and Resource Use of the respective EIAR and the CDWMP of the DART+ West project identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. Mitigation measures have also been provided for this development through its Resource and Waste Management Plan (CWMP). **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** Negative, not significant, and short-term. **Material Assets – Waste Management – Operation:** Not significant.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		outside of the cumulative assessment study area for archaeology, architecture, and cultural heritage.		
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.
Applicant: Transport Infrastructure Ireland (TII) **Local Authority**: Dublin City Council **Planning Applicant ref:** ABP Case Number 314724 & EIA Portal ID 2022188 **Location:** Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (Metrolink) **Status:** Decision regarding the planning application is pending. Construction duration is approx. 9 – 10 years as defined by the applicant.	An application for a Railway Order was made in September 2022 to authorise the National Roads Authority (operating as Transport Infrastructure Ireland) to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including *inter alia* the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8 kilometres in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre. It will also authorise TII, with the subsequent consent of the Minister for Transport, to make arrangements with other parties to construct, maintain, improve or operate the said railway works and railway. The works will generally comprise but are not limited to the construction of a Railway approximately 18.8 kilometres in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of D Your Ref. áta Date 30 September 2022 Ár dTag Our Ref. CAP_ML_L0272 Bhur dTag Charlemont Station. Tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include	**Traffic and Transport – Construction:** **Glasnevin** The construction areas of the proposed DART+ West and Metrolink projects overlap at Glasnevin. Both projects propose rail and road works at this location and are likely to generate HGV movements in this area. There is potential for significant cumulative negative effects on rail operation and vehicular traffic along Prospect Road if the construction works and road closures occur concurrently and/or sequentially. **Tracks West of OBO11 Road Glasnevin Junction** The construction areas of the proposed DART+ West and Metrolink projects overlap along tracks west of OBO11 Prospect Road to Glasnevin Junction. Both projects propose rail works along the MGWR and GWSR rail lines at this location and are likely to generate HGV movements in this area. There is potential for significant cumulative negative effects on rail operation if the construction works and road closures occur concurrently and/or sequentially. **Tara Street** The proposed DART+ West project will electrify the existing railway line as far as The Custom House Quay north of the River Liffey. The Metrolink project will construct a new underground station next to the existing Tara Street train station. Both projects are likely to generate HGV movements in this area. There is potential for cumulative negative effects on the road network if the construction works and road closures occur concurrently and/or sequentially. **Traffic and Transport – Operation:** Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Traffic and Transport – Construction:** The MetroLink EIAR assumes that the MetroLink construction will commence before DART+ West although there will be collaboration between TII/NTA for all scenarios in terms of timelines for delivery so that potential conflicts during construction phases, including traffic management proposals, can be avoided as far as practicable. Furthermore, the overall efficiency of construction for these major transport projects can be increased. The implementation of the mitigation measures proposed as part of the respective EIAR Traffic and Transport Chapters, and the Construction Traffic Management Plans (CTMPs) will address the potential cumulative impacts on traffic and transport (both road and rail) during construction. Mitigation measures can also be found in the Mobility Management Plan which has been developed for this development. The cumulative chapter of the Metrolink EIAR assessed cumulative effects of the Metrolink project and other major transport projects such as the DART+ West. The assessment states that *"Interface liaison with other major transport projects is taking place through the TII/NTA and will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the proposed Project works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately"*. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, medium to significant, and medium-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the proposed development. **Distance:** There are a number of locations where the Metrolink project overlaps or is in the vicinity of the DART+ West project. These key locations are described below: **Glasnevin** At this location, based on the EIAR prepared for the MetroLink project, a Metrolink station is proposed at Glasnevin. Glasnevin will be a major interchange station providing direct connections for passengers using MetroLink, the Western Commuter Line and the South-Western Commuter Line Iarnród Éireann services, local bus routes, walking and cycling. A pavilion will provide shared entrances for both Iarnród Éireann and MetroLink services with clear wayfinding to direct passengers through the station. The underground station will comprise five levels open to the public; the Iarnród Éireann platforms, an intermediate level for passengers to move between Iarnród Éireann and MetroLink services, and then the concourse, mezzanine and platform levels of MetroLink. At ground level the station layout will be integrated with bus routes and will incorporate a taxi rank, drop off point and bicycle parking. The EIAR assumes that the MetroLink construction will commence before DART+ West although there will be collaboration between TII/NTA for all scenarios in terms of timelines for delivery so that potential conflicts during construction phases, including traffic management proposals, can be avoided as far as practicable. Furthermore, the overall	**Population – Construction:** Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. **Population – Operation:** Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Population - Construction:** The EIAR assumes that the MetroLink construction will commence before DART+ West although there will be collaboration between TII/NTA for all scenarios in terms of timelines for delivery so that potential conflicts during construction phases, including traffic management proposals, can be avoided as far as practicable. Furthermore, the overall efficiency of construction for these major transport projects can be increased. The implementation of the mitigation measures proposed as part of the respective EIAR Population Chapters, and the Construction Environmental Management Plans (CEMP) will address the potential cumulative impacts on the population during construction. A Traffic Management Plan will also be developed for both projects. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight to moderate, and medium-term effects. **Population – Operation:** Positive, slight, and long-term effects.
		Biodiversity – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on biodiversity resulting from the displacement of local fauna associated with construction activities of both projects. In the event of accidental pollution during the construction and operational phases, there is also potential for surface water quality impacts which could result in impacts to biodiversity. **Biodiversity – Operation:** There are no significant likely cumulative biodiversity operational phase impacts.	**Biodiversity – Construction:** Mitigation measures proposed in the Biodiversity and Water Chapters of the respective EIARs will address the potential impacts to water quality. A Dust Management Plan and an Emergency Incident Response Plan has also been developed for this development. **Biodiversity – Operation:** No mitigation required.	**Biodiversity – Construction:** Negative, imperceptible to slight and short-term effects. **Biodiversity – Operation:** Not significant.
		Land and soils - Construction: There is potential for waste material from excavation to be produced from both projects, leading to waste material requiring disposal. **Land and soils – Operation:** There are no significant likely cumulative land and soils operational phase impacts.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Environmental Management Plan (CEMP) have been prepared for both developments. Mitigation measures proposed in the Land and Soils/Soils and Geology Chapters of the respective EIARs will be implemented to reduce the potential for cumulative impacts on land and soils during construction. Mitigation measures have been prepared for the DART+ West Project to manage materials to and from the development sites. **Land and soils – Operation:** No mitigation required.	**Land and Soil – Construction:** Negative, imperceptible to slight, and short-term effects. **Land and soil – Operation:** No mitigation required.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	efficiency of construction for these major transport projects can be increased. **Tracks West of OBO11 Prospect Road to Glasnevin Junction** At this location, the MetroLink project requires extensive engineering and earthworks will be required to lower the heavy railway track up to 2.5m to achieve flatter gradients and to provide overhead line electrical clearances under the two overbridges carrying Prospect Road, provide new platforms for the Western Commuter Line and the South-Western Commuter Line, and integrate these with the Glasnevin station box and underground metro station. **Tara Street** At this location, based on the design information included in the EIAR a new MetroLink station, the Tara Station will be located alongside the DART railway line, aligned in a north-west to south-east direction. The station box is constrained by Poolbeg and Townsend Street and has been designed to fit into this space. The north-west end of the station box lies between the junction of Tara Street and Poolbeg Street, the alignment crosses Luke Street, and the south-east end is confined by Townsend Street. Tara Station will act as a multi-modal interchange station between MetroLink and DART railway line. The main point of interchange between the two stations will be via the southern entrance to Tara Station.	**Hydrology – Construction:** The construction works for both projects will be carried out in vicinity of significant waterbodies, whereby works for the DART+ West and the Metrolink project will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental pollution during the construction phases of these developments. **Hydrology - Operation:** There are no significant likely cumulative hydrology operational phase impacts.	**Hydrology - Construction:** Mitigation measures proposed in the Water Chapter and the Summary of Mitigation Measures Chapter of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Surface water management is also addressed in the Construction Environmental Management Plans (CEMPs). The CEMP of this development will also implement a Sediment Erosion and Pollution Control Plan and an Incident Response Plan. **Hydrology – Operation:** No mitigation required.	**Hydrology – Construction:** Negative, not significant, and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: The construction works for both projects will be carried out in vicinity of waterbodies. Works on the DART+ West project and the Metrolink project will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water and/or groundwater bodies. **Hydrogeology - Operation**: There are no significant likely cumulative hydrogeology operational phase impacts.	**Hydrogeology:** Mitigation measures proposed in the Water Chapter and the Summary of Mitigation Measures Chapter of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Surface water management is also addressed in the Construction Environmental Management Plans (CEMPs). The CEMP of this development will also implement a Sediment Erosion and Pollution Control Plan and an Incident Response Plan. Waste generated material will be managed in compliance with the Water Quality Management Plan and Waste Management Plan of this development. **Hydrogeology – Operation:** No mitigation required.	**Hydrogeology – Construction:** Negative, imperceptible, and short-term effects. **Hydrogeology – Operation:** Not significant.
		Air quality - Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction activities of both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently. **Air quality - Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality - Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. Further air emission control measures are proposed in an Air Quality Management Plan, Dust Management Plan, and a Scheme Traffic Management Plan for this development. **Air quality - Operation:** No mitigation required.	**Air Quality – Construction:** Negative, not significant, and medium-term effects. **Air Quality – Operation:** Not significant.
		Climate – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on climate	**Climate – Construction:** Mitigation measures proposed in the respective Climate Chapters of	**Climate – Construction:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		resulting from the movement of construction vehicles associated with construction activities of both projects. **Climate – Operation:** It is likely that the improvements in public transport infrastructure proposed by DART+ West and Metrolink will have a long-term positive cumulative effect on climate change and associated emissions reductions required from the transport sector. The investments in public transport infrastructure will also indirectly support sustainable mobility (including walking and cycling) and the support the development of Transit Orientated Developments associated with developing a sustainable Dublin City region.	the EIARs will reduce the impact on climate-related Greenhouse Gas (GHG) emissions. Other traffic mitigation measures are included in a Scheme Traffic Management Plan (STMP) and a Mobility Management Plan (MMP) for this development. **Climate – Operation:** No mitigation required.	**Climate – Operation**: Positive and long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise and vibration effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** The EIAR assumes that the MetroLink construction will commence before DART+ West although there will be collaboration between TII/NTA for all scenarios in terms of timelines for delivery so that potential conflicts during construction phases, including traffic management proposals, can be avoided as far as practicable. Furthermore, the overall efficiency of construction for these major transport projects can be increased. Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the respective EIARs for the developments and the CEMPs will be implemented to control noise and vibration effect. **Noise and Vibration – Construction:** No mitigation required.	**Noise and Vibration – Construction:** Negative, slight to moderate, and medium-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual – Construction: Should the construction stages overlap; negative cumulative landscape and visual effects are envisaged. **Landscape and Visual – Operation:** No likely significant cumulative effects during the operational phase.	**Landscape and Visual - Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR Landscape and Visual Chapters will address the potential cumulative visual impacts on the landscape. A Construction Environmental Management Plan (CEMP) has been prepared for both developments to implement appropriate site management procedures. **Landscape and Visual - Operation:** No mitigation required.	**Landscape and Visual – Construction:** Negative, short to medium term effects. **Landscape and Visual – Operation:** Negative, significant, permanent effects.
		Agri / Non Agri Land take – Construction: There will be temporary and permanent land take by the proposed DART+ West project. Potential impacts	**Agri / Non Agri Land take:** The implementation of the mitigation measures for the construction and operation phases are proposed as part of the respective EIAR Agricultural/Agronomy Chapters	**Agri / Non Agri Land take:** Imperceptible.

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		would arise with temporary land take during construction. **Agri / Non Agri Land take – Operation:** Potential impacts during the Operational Phase could arise from the loss of agricultural land where permanent features of MetroLink are built.	will address the potential cumulative impacts on agri / non agri land take. Mitigation measures will be contained in the Construction Environmental Management Plan (CEMP) that has been prepared for both developments.	
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** Not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation to be produced from both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to material assets - waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Environmental Management Plan (CEMP) have been prepared for both developments to manage materials to and from development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** Negative, not significant, and short-term. **Material Assets – Waste Management – Operation:** Negative, imperceptible, and long-term.
		Archaeology, Architecture and Cultural Heritage - Construction: The proposed DART+ West and Metrolink project will carry out works to, and in vicinity of, protected structures such as Cross Guns Bridge (Proposed RPS DCC 8807; NIAH 50060185) along Prospect Road. There is potential for negative cumulative effects during construction and operation phases of both projects on Cross Guns Bridge.	**Archaeology, Architecture and Cultural Heritage - Construction:** All mitigation measures proposed as part of the respective EIAR's will be implemented to address potential cumulative effects to archaeology, architecture, and cultural heritage. **Archaeology, Architecture and Cultural Heritage – Operation:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage:** No significant effects.
		Human Health - Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on human health resulting from the construction activities of both projects. The potential impacts on human health have been assessed as part of respective environmental assessments including air quality, noise, landscape and visual. **Human Health - Operation:** Likely long-term positive effects associated with the development of sustainable transport modes, and indirect support for sustainable mobility and the associated cumulative effects (reduction in GHG emissions, etc.) associated with both projects.	**Human Health- Construction:** All mitigation measures proposed as part of the respective EIARs and those included in Human Health Chapters of the respective EIARs and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health - Construction:** Negative, slight, and short-term. **Human Health - Operation:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Applicant: Banner A Cuig Limited **Local Authority**: Dublin City Council **Planning Applicant ref:** DCC planning ref no. LRD6015/22-S3 **Location:** 61 & 63 Fairview Strand, 59A Fairview Strand, at Warehouse on Esmond Avenue, at 19 Esmond Avenue and 21 Esmond Avenue and at rear 19 Philips Avenue, Fairview, Dublin 3 **Status:** Planning application was granted permission, but an appeal was lodged in 2023. The appeal decision is split decision, and the decision date was May 2023. Construction duration is approx. 18 months as defined by the applicant.	Planning permission was granted to Banner A Cuig Limited for a Large Scale Residential Development at a site of 0.5886 ha located at No. 61 Fairview Strand (D03WE03) and No. 63 Fairview Strand (D03K268), No. 59A Fairview Strand (D03 H2C9), at Warehouse (D03PX50) on Esmond Avenue, at No.19 Esmond Avenue (D03 P5C7) and No.21 Esmond Avenue (D03 P923) and at rear No.19 Philipsburgh Avenue (D03Y0A2), Fairview, Dublin 3. The development (Large Scale Residential Development) will consist of provision of 114 apartments [57 no. one bedroom; 11 no. two bedroom (3 person); 44 no. two bedroom (4 person); 2 no. three bedroom] and 4 commercial units with a total combined gross floor area (excluding basements) of 9,456.15 sqm) to include: (i) Demolition of existing structures (combined areas of 1,436.41 sqm) comprising single storey dry cleaners at No.59A Fairview Strand (73 sqm) warehouse building (D03PX50) Esmond Avenue (540.34 sqm), warehouse building at No. 21 Esmond Avenue (234.60 sqm), two storey business centre, single storey temporary building and warehouse building at No.19 Esmond Avenue (565.47 sqm) and outbuildings at rear/side No.61/63 Fairview Strand and 59A Fairview Strand (23 sqm), boundary walls and vehicular accesses and gates to Fairview Strand and Esmond Avenue, hoardings to Fairview Strand and Esmond Avenue, and demolitions to the interior of existing disused underground car park to rear of No's 61 and 63 Fairview Strand; (ii) Construction of three new apartment blocks: (iii) reinstatement of the 2 houses at No's 61 and 63 Fairview Strand (two storey over ground floor 335.98m^2) including front gardens, pedestrian gates and boundary walls and railings, to form 2 number three bedroom apartments at first floor and second floor levels and 2 number one bedroom apartments at	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport/ Population and Human Health Chapters and Construction Traffic Management Plans (CTMPs) prepared in respect of both will address the potential cumulative impacts on traffic and transport during construction. This development will also include mitigation measures for traffic and transport in its Outline Construction Management Plan (OCMP). **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, not significant, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services. The strategic location of this development to public transport services, such as DART will facilitate access of future residents to these services.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the EIAR Population/ Population and Human Health Chapters of the respective EIARs and the CTMPs will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, not significant, and short-term effects regarding construction traffic and local accessibility. Positive, significant, and short-term effects for job employment and local economy. **Population – Operation:** Positive, significant, and long-term effects.
		Biodiversity – Construction: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity. **Biodiversity – Operation:** No significant cumulative effects on biodiversity are envisaged during operation.	**Biodiversity – Construction:** Mitigation measures proposed in the Biodiversity and Water Chapters of the respective EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** No significant effects.
		Land and soils: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils -** Not applicable.	**Land and Soil –** Not applicable.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	ground floor level. The works also include making good the fabric of the buildings, including exterior, interiors and the roof, replacement of pvc windows with timber sliding sash windows and associated works to the curtilage. (iv) construction of a new extension (176.84 sqm) of three storey scale to the western side of No.63 Fairview Strand incorporating relocated dry cleaner (66.6 m^2) (double storey height) with signage and a two bedroom apartment overhead at top floor level; (v) alterations to existing underground car park of 854.86 sqm (constructed per Dublin City Council Reg. Ref. No 3291/07) under proposed Block A, with existing vehicular access to the development via existing Fairview Close underground car park, to contain 26 parking spaces and 2 motor cycle spaces, modified to include cycle parking (46.5m2 - 68 spaces), bin storage (28.8 m2) and ancillary including lift and stairs; (vi) new basement areas of 363.34 sqm under Block B, containing plant room (51.2 sqm), water storage tank room (54.3 sqm), bin storage (29.3 sqm), cycle parking (102 spaces), electricity meter room (19.0 sqm) and ancillary including lifts and stairs; (vii) The development includes provision of 263 cycle parking spaces in total (2 commercial 57 visitor and 204 residential); (viii) Balconies/terraces to all apartments; (ix) Total open space provision of 1,409.6 m^2 including public plaza (82.3m^2) with 10 cycle spaces and 3 non standard cycle spaces, to front of new extension to the western side of No.63 Fairview Strand, public plaza (122 m2) with 12 cycle spaces between Block A and Block B) and vehicular access for service vehicles,, communal space (144 m^2) to front of No's 61 and 63 Fairview Strand, communal space (237 m^2) to south and west of Block A, communal space (385 m2) with playground) to rear of Block B, communal space (with playground) to rear of Block C (348 m^2) and	**Hydrology – Construction:** In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts. **Hydrology – Operation:** No significant cumulative effects on hydrology are envisaged during operation.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology/Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant, and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Operation**: No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology - Construction:** Mitigation measures proposed in the Land and Soils and Hydrogeology/Water Chapters of the respective EIARs, and the CEMPs of both projects will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. The OCMP of this development also proposes mitigation measures for potential impacts on hydrogeology. **Hydrogeology - Operation:** No mitigation required.	**Hydrogeology – Construction:** Negative, not significant, and short-term effects. **Hydrogeology – Operation:** Not significant.
		Air quality: Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality/ Air and Climate Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. The OCMP of this development also proposes mitigation measures for potential impacts on air quality. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** Negative, not significant, and short-term effects. **Air Quality – Operation:** Not applicable.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** Not significant. **Climate – Operation**: Positive, indirect, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	communal roof garden at 4th floor level Block A (91.3m2); (x) New pedestrian link from Esmond Avenue to Fairview Close (with access for emergency vehicles); (xi) Pedestrian route (gated) from Fairview Strand to Fairview Close, along part of the western side of site (restricted pedestrian right of way); (xii) New footpath along Esmond Avenue within site boundary including through No.59A Fairview Strand (site of) and public realm upgrade including new surface treatment of Esmond Avenue and upgraded pedestrian crossing point at junction Esmond Avenue and Fairview Strand; (xiii) All enabling and site development works, open spaces, landscaping, paving, boundary treatment, external lighting, plant areas, services provision and connections, drainage and surface water attenuation, waste management facilities and all other ancillary works. An Environmental Impact Assessment Screening Report and a Natura Impact Statement (NIS) has been submitted with the application. **Distance:** c. 260m north of development	proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.		
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
		Landscape and Visual: Not applicable – this development is outside of the cumulative assessment study area for landscape and visual.	**Landscape and Visual:** Not applicable.	**Landscape and Visual:** Not applicable.
		Agri / Non Agri Land take: Not applicable – this development is outside of the cumulative assessment study area for agri / non agri land take.	**Agri / Non Agri Land take:** Not applicable.	**Agri / Non Agri Land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets - utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation to be generated from both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to material assets - waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Environmental Management Plan (CEMP) have been developed in respect of this development and the DART+ West project. An OWMP has also been developed in respect to this development for details of waste arisings and management. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** Negative, not significant, and short-term. **Material Assets – Waste Management – Operation:** Not significant.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside of the cumulative assessment study area for archaeology, architecture, and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.
Applicant: St. Vincent's Hospital Fairview **Local Authority**: Dublin City Council	A ten year planning permission for a Large-scale Residential Development (LRD) was granted to St. Vincent's Hospital Fairview at St. Vincent's Hospital, Richmond Road and Convent Avenue, Fairview, Dublin 3. The site contains protected structures under RPS Ref.: 2032 (St. Vincent's Hospital old house/ convent,	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays.	**Traffic and Transport – Construction** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters, the Construction Traffic Management Plan (CTMP), and the Construction Environmental Management Plan prepared in respect of the DART+ West project will address	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Planning Applicant ref: DCC planning ref no. LRD6009/23-S3 **Location:** St. Vincent's Hospital, Richmond Road and Convent Avenue, Fairview, Dublin 3 **Status:** 10-year Planning permission was granted in May 2023. Construction duration is approx. 48 months as identified by the applicant.	including plastered extension. to the west, including entrance porch to convent. Two-storey over garden level brick building (with granite steps and entrance door surround) on south front. Four-storey pedimented brick pavilion, with stone trimmings, to the west (including granite balustrading at parapet level). Railings in front of convent building on north side), RPS Ref.: 8788 (Richmond House, including former chapel and courtyard with outbuildings) and RPS Ref.: 8789 (Brooklawn, a House, including red brick wall and two gate piers). The proposed development will consist of the redevelopment of the site to provide for a new hospital building, providing mental health services, provision of 9 no. residential buildings (Blocks A, B, C, D-E, F, G, H, J, and L), and community facilities, and public open space. The proposed building heights range from 2 to 13 storeys. The residential development includes a total of 811 no. residential units, including 494 no. standard design apartments (SDA) and 317 no. Build to Rent (BTR) apartments, with a mix of 18 no. studio units, 387 no. 1 bed units, 349 no. 2 bed units and 57 no. 3 bed units. The development includes the partial demolition and change of use, including associated alterations, of the existing hospital building (part protected structure under RPS Ref.: 2032), to provide residential amenity areas, a gym, a café, co-working space, a community library, a childcare facility, and a community hall (referred to as Block K). The development also includes additional residential amenities and facilities, a retail unit and a café. The proposed development includes for the demolition of existing structures on site, including extensions of and buildings within the curtilage of the existing hospital buildings under RPS Ref.: 2032, and other existing buildings and ancillary structures on the site; and the change of use, refurbishment and alterations of a number of buildings and protected structures on the site including Brooklawn (RPS Ref: 8789), Richmond House (RPS Ref.: 8788), the Laundry building and Rose Cottage.	**Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of this development to public transport services.	the potential cumulative impacts on traffic and transport during construction. Mitigation measures can also be found in the Mobility Management Plan which has been developed for this development. **Traffic and Transport – Operation:** No mitigation required.	
	Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. There is potential for the construction phase to have a temporary and slight impact on local businesses and residences in relation to air quality, noise, visual impact, and traffic (and summarised in other sections). Both developments will also create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services. The strategic location of this development to public transport services, such as DART will facilitate access of future residents to these services.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West EIAR Population Chapter and the respective Construction Environmental Management Plans (CEMP) will address the potential cumulative impacts on the population during construction. The mitigation measures to address the potential impacts on population and human health from this development have been assessed within the corresponding specialist chapters; Chapter 5 (Land, Soils, Geology and Hydrogeology); Chapter 6 (Hydrology); Chapter 8 (Air Quality), Chapter 10 (Noise and Vibration); Chapter 11 (Landscape and Visual); Chapter 14 (Traffic and Transportation). **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight, and short-term effects regarding construction traffic and local accessibility. Positive, slight, short-term effects for job employment and local economy. **Population – Operation:** Positive, significant, and long-term effects.
	Biodiversity – Construction: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity. **Biodiversity – Operation:** No significant cumulative effects on biodiversity are envisaged during operation.	**Biodiversity – Construction:** Mitigation measures proposed in the Biodiversity and Water Chapters of the respective EIARs will address the potential impacts to water quality. Mitigation measures also associated with this LRD development will also be proposed in their Landscape Planning Report. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.
	Land and soils - Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils -** Not applicable.	**Land and Soil –** Not applicable.
	Hydrology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology/Water chapters of the respective EIARs will reduce the potential	**Hydrology – Construction:** negative, not significant, and short-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) accompany the planning application. Distance: c. 375m north of development	potential for cumulative surface water quality impacts.	impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Operation**: Neutral, imperceptible, and long-term effects.
		Hydrogeology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts.	**Hydrogeology:** Mitigation measures proposed in the Land and Soils and Hydrogeology/Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. The respective CEMPs set out the proposed procedures and operations to be utilised on the proposed construction site to protect water quality. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrogeology:** Neutral, slight, and short-term effects.
		Air quality: Not applicable – this development is outside of the cumulative assessment study area for air quality.	**Air quality:** Not applicable.	**Air Quality:** Not applicable.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction: N**ot significant. **Climate – Operation**: Positive, indirect, and long-term effects.
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
		Landscape and Visual: Not applicable – this development is outside of the cumulative assessment study area for landscape and visual.	**Landscape and Visual:** Not applicable.	**Landscape and Visual:** Not applicable.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Agri / Non Agri Land take: Not applicable – this development is outside of the cumulative assessment study area for agri / non agri land take.	**Agri / Non Agri Land take:** Not applicable.	**Agri / Non Agri Land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets - utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation to be produced from both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to material – assets waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Environmental Management Plan (CEMP) have been developed in respect of this development and the DART+ West project. A Resource Waste Management Plan (RWMP) and an Operational Waste Management Plan (OWMP) will also contain mitigation measures in respect of this development. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** Negative, not significant, and short-term. **Material Assets – Waste Management – Operation:** Not significant.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside of the cumulative assessment study area for archaeology, architecture, and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.
Applicant: Dublin Central GP Limited **Local Authority**: Dublin City Council **Planning Applicant ref:** ABP Case Number 312642 & DCC Planning Ref no. 2862/21	Dublin Central GP Limited was granted planning permission for a period of 7 years at a site, 'Dublin Central - Site 4', (c. 0.3 Ha) at Nos. 10 - 13 and Nos. 18 - 21 Moore Street, No. 5A Moore Lane (also known as Nos. 15 - 16 Henry Place), Nos. 6 - 7 and Nos. 10 - 12 Moore Lane and Nos. 17 - 18 Henry Place (also known as Nos. 4 - 5 Moore Lane), Dublin 1. Also, the site includes the rear of Nos. 50 - 51 and Nos. 52 - 54 Upper O'Connell Street, No. 13 Moore Lane, No. 14 Moore Lane (otherwise known as Nos. 1 - 3 O'Rahilly Parade and Nos. 14 - 15 Moore Lane or Nos. 1 - 8 O'Rahilly Parade and Nos.	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Connolly station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport/ Material Assets (Transportation) Chapters prepared in respect of both projects will address the potential cumulative impacts on traffic and transport during construction. Mitigation measures are also included in the Construction Traffic Management Plan (CTMP) of the DART+ West project. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Location: 10-13 & 18-21 Moore Street, 5A Moore Lane & 6-7 & 10-12 Moore Lane & 17-18 Henry Place, Dublin 1F23:F26 **Status:** 7-year Planning permission was granted in Jan 2022. Construction timeline is from Q3 of 2022 to Q4 of 2031 as identified by the applicant.	14 - 15 Moore Lane), Dublin 1 and otherwise generally bounded by No. 22 Moore Street and No. 13 Moore Lane to the north, Moore Lane to the east, Moore Street to the west and Henry Place to the south. Nos. 14 - 17 Moore Street (National Monument / Protected Structures) is bounded north and south by the proposed development. The proposed development comprises a mixed-use scheme (c. 3,290 sq. m gross floor area) in 2 no. parts located north and south of the Nos. 14 - 17 Moore Street (a National Monument / Protected Structures) ranging in height from 1 - 3 storeys including retained independent single storey basements comprising 15no. apartment units (c. 1,454 sq. m gfa), café / restaurant use (c. 864 sq. m gfa), retail use (c. 617 sq. m gfa), cultural use (c. 60 sq. m gfa) and office use (c. 295 sq. m gfa). The proposed development to the north of Nos. 14 - 17 Moore Street consists of: • Nos. 20 - 21 Moore Street are refurbished and adapted to provide 1no. café / restaurant / licenced premises with takeaway / collection facility. • Provision of a new 2 storey extension at the side of No. 17 Moore Street (National Monument / Protected Structure) to act as an extension for ancillary use to the National Monument - a cultural facility (c. 60 sq. m gfa); • Provision of an archway between the gable of No. 20 Moore Street and the new 2 storey extension to No. 17 Moore Street (National Monument / Protected Structure) to form an entrance to a new public plaza off Moore Street; • Provision of a 2 storey building with profiled roof consisting 1 no. licenced restaurant / café unit with takeaway / collection facility (c. 250 sq. m gfa). This building sits independently of the northern boundary of No. 9 Moore Lane at the rear of Nos. 14 - 17 Moore Street; • Provision of part of a new public plaza (1,085 sq. m) and associated temporary	**Population:** Not applicable – this development is outside of the cumulative assessment study area for population.	**Population:** Not applicable.	**Population:** Not applicable.
		Biodiversity – Construction: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity. **Biodiversity – Operation:** No significant cumulative effects on biodiversity are envisaged during operation.	**Biodiversity – Construction:** Mitigation measures proposed in the Biodiversity and Water Chapters of the respective EIARs of both projects will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** No significant effects.
		Land and soils - Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils -** Not applicable.	**Land and Soil –** Not applicable.
		Hydrology - Not applicable – this development is outside of the cumulative assessment study area for hydrology.	**Hydrology -** Not applicable.	**Hydrology -** Not applicable.
		Hydrogeology - Not applicable – this development is outside of the cumulative assessment study area for hydrogeology.	**Hydrogeology -** Not applicable.	**Hydrogeology -** Not applicable.
		Air quality: Not applicable – this development is outside of the cumulative assessment study area for air quality.	**Air quality:** Not applicable.	**Air Quality** Not applicable.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction: N**ot significant. **Climate – Operation**: Positive, indirect, and long-term effects.
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
		Landscape and Visual: Not applicable – this development is outside of the cumulative assessment study area for landscape and visual.	**Landscape and Visual:** Not applicable.	**Landscape and Visual:** Not applicable.
		Agri / Non Agri Land take: Not applicable – this development is outside of the cumulative assessment study area for agri / non agri land take.	**Agri / Non Agri Land take:** Not applicable.	**Agri / Non Agri Land take:** Not applicable.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	works pending completion of the combined plaza with the concurrent planning application for the adjoining Site 5 immediately to the north (1,253 sq. m public plaza overall); The proposed development to the south of Nos. 14 - 17 Moore Street consists of: • 11no. apartment units. • 5no. retail units at ground floor. • 2 no. licenced restaurant / café units with takeaway / collection facility at ground floor. • 1no. office unit at first floor. • A new courtyard is proposed between the rear of Moore Street buildings and Moore Lane buildings to provide communal open space (c. 155 sq. m) for the residential units; • All apartment served by terraces / balconies with exception of Unit 13, No. 10 Moore Street. All associated and ancillary site development, conservation, demolition, landscaping, site infrastructure and temporary works. An Appropriate Assessment Screening Report and an Environmental Impact Assessment Report (EIAR) accompanies this planning application. **Distance:** 540m west of development	**Material Assets – Utilities:** Not applicable – this development is outside of the cumulative assessment study area for material assets - utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management: Not applicable – this development is outside of the cumulative assessment study area for material assets – waste management.	**Material Assets – Waste Management:** Not applicable.	**Material Assets – Waste Management:** Not applicable.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside of the cumulative assessment study area for archaeology, architecture and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.

Table 2-4 Tier 3 Projects within the functional area of Fingal County Council

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Applicant: Firth Developments Unlimited Company **Local Authority**: Fingal County Council **Planning Applicant ref:** EIA Portal ID 2023002 & FCC planning ref no. FW23A/0013 **Location:** Located in Zone 6 as identified within the Hansfield SDZ Planning Scheme 2006, formerly part of St. Joseph's Hospital, Clonsilla, Dublin 15. **Status:** The decision *Grant Time Ext (3 months)* was made by the planning authority in Sept 2023 regarding the 5-year planning application. Construction duration is approx. 36 months as defined by the applicant.	A 5-year Planning permission was requested in 2023 for circa 3.06 Ha located in Zone 6 as identified within the Hansfield SDZ Planning Scheme 2006, formerly part of St. Joseph's Hospital, Clonsilla, Dublin 15 bounded generally by the Hansfield Road to the east, St. Joseph's Avenue to the north, Pipers Court to the west and permitted canal side cycle/pedestrian path associated with St. Joseph's Phase 1 (FCC Reg. Ref. FW17A/0234) to the south, all in the Townland of Clonsilla, Dublin 15. The development will consist of 419no. residential apartment units, consisting of 167no. 1-bed units, 199no. 2-bed units and 53no. 3-bed units and residential amenity space (c. 359.6 sq. m) in 4no. Blocks ranging in height from 4 to 6 storeys including: • Block 1 comprises a 5 - 6 storey building accommodating 120no. apartments (55no. 1-bed, 46no. 2-bed and 19no. 3-bed) and residential amenity area (c. 100.9 sq. m) with part of the ground level accommodating an undercroft car parking area; • Block 2 comprises a 5 - 6 storey building (with ground floor undercroft car parking) accommodating 108no. apartment (50no. 1-bed, 41no. 2-bed and 17no. 3-bed) and residential amenity area (c. 100.9 sq. m) with part of the ground level accommodating an undercroft car parking area; • Block 3 comprises a 4 - 5 storey building accommodating 51no. apartments (23no. 1-bed, 20no. 2-bed and 8no. 3-bed); • Block 4 comprises a 4 - 6 storey building accommodating 140no. apartment (39no. 1-bed, 92no. 2-bed and 9no. 3-bed) and residential amenity area (c. 157.8 sq. m); Private patios/terraces and balconies are provided for all apartment units. Upper-level balconies are proposed on elevations of all multi-aspect apartment buildings; A 2-storey childcare facility (c. 440 sq. m) (including associated children's play area and car and bicycle parking).	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Hansfield station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Hansfield station, improving the connection and accessibility of the development to public transport services. This development will have a positive impact in terms of providing housing in the area.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West and this development respective EIARs Population Chapter and Construction Traffic Management Plans (CTMPs) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Neutral, imperceptible, and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.
		Biodiversity – Construction: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity. A loss of tree lines and other vegetation are predicted for this development, which would cause potential habitat loss. **Biodiversity – Operation:** No significant cumulative effects on biodiversity are envisaged during operation.	**Biodiversity – Construction:** Mitigation measures proposed in the Biodiversity and Water Chapters of the respective EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.
		Land and soils - Construction: There is potential for the generation of waste material from both projects.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP), a Traffic Management Plan and a Construction Environmental Management Plan	**Land and Soil – Construction:** Negative, Imperceptible, and short-term effects.

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	And, all associated and ancillary site development and infrastructural works, including, hard and soft landscaping and boundary treatment works, including - Class 2 public open space (c. 2,535 sq. m) including small plaza to the north of Block 4 adjacent Hansfield Road; 5no. new vehicular access points from existing roads permitted under FCC Reg. Ref. FW17A/0234 including 4no. entrances from St. Joseph's Avenue and 1no. entrance from St. Joseph's Grove; 2no. pedestrian access points to the east of the site off Hansfield Road; 213no. car parking spaces (undercroft and on-street); 1,445no. bicycle parking spaces in total (1,209no. long-term spaces, 212no. short-term spaces and 24no. childcare facility parking spaces); 21no. motorcycle parking space; Communal bin storage and plant provided at ground floor/undercroft and roof level and additional plant provided at roof level; 3no. ESB Sub-stations; Class 1 public open space (c. 8,500 sq. m) provided on separate lands at, Beechpark, Clonsilla Road, Dublin 15. This development comprises amendments to permitted site development works at St. Joseph's Phase 1 (FCC Reg. Ref. FW17A/0234), including: - Omission of permitted single storey childcare facility (including associated children's play area and car parking) to be replaced with a 2-storey childcare facility (including associated children's play area and car and bicycle parking) (c. 440 sq. m); Omission of 1no. permitted apartment building (Apartment Block 2) containing 56no. residential units, including associated car parking and single level basement (replaced by proposed Block 3 of this proposal); Revisions to permitted road layout to omit access point northwest of proposed Block 4, Revisions to permitted road layout and public open space/attenuation area to the west of St. Joseph's Grove to facilitate new vehicular access to proposed Block 4. The proposed development will take place within the boundaries of the Hansfield Strategic Development Zone (SDZ) as defined by Statutory Instrument No. 273 of 2001. An Environmental Impact Assessment Report (EIAR) accompanies this application. An Appropriate Assessment Screening Report has	**Land and soils – Operation:** No significant cumulative effects on land and soils are envisaged during operation.	(CEMP) have been prepared for both developments. Mitigation measures proposed in the Land and Soils Chapters of the respective EIARs will be implemented to reduce the potential for cumulative impacts on land and soils during construction. Mitigation measures have been prepared for the DART+ West Project to manage materials to and from the development sites. **Land and soils – Operation:** No mitigation required.	**Operation:** No significant effects.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology/Water chapters of the respective EIARs, and the respective Construction Management Plans will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology:** Negative, not significant, and short-term effects.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts.	**Hydrogeology:** Mitigation measures proposed in the Hydrogeology/Water Chapters of the respective EIARs, and the Construction Management Plans will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrogeology: N**egative, not significant, and short-term effects.
		Air quality - Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality - Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** Negative, direct, localised, imperceptible, and short-term effects. **Air Quality – Operation:** Not significant.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** Not significant.

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	also been prepared in respect of the proposed development. **Distance**: c. 45m north of development	**Climate – Operation:** There is potential for negative impacts due to the increase of traffic from the developments during the operational stage. It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.		**Climate – Operation**: Positive, indirect, and long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise and vibration effects from construction activities. **Noise and Vibration - Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the respective EIARs for the developments and the CEMPs will be implemented to control noise and vibration effect. **Noise and Vibration – Construction:** No mitigation required.	**Noise and Vibration – Construction:** Negative, not significant, and short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual – Construction: Both developments are located in an urban area currently undergoing regeneration and redevelopment and are not likely to have cumulative significant effects on the townscape character. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects. **Landscape and Visual – Operation:** Positive landscape and visual cumulative effects are likely to occur from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual - Operation:** No mitigation required.	**Landscape and Visual – Construction:** Negative, not significant, and temporary. **Landscape and Visual – Operation:** Positive and long-term effects.
		Agri / Non Agri Land take: This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West project. No significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** Imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities** No mitigation required.	**Material Assets – Utilities:** Not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation to be produced from both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station, the material will be reused as far as possible.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Environmental Management Plan (CEMP) have been developed in respect of this development and the DART+ West project.	**Material Assets – Waste Management – Construction:** Negative, not significant, short-term. **Material Assets – Waste Management – Operation:** Not significant.

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		Material Assets – Waste Management – Operation: No significant cumulative effects are likely to occur to material assets - waste management from the operation of these developments.	Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	
		Archaeology, Architecture and Cultural Heritage: Both developments are located in an urban area. No significant cumulative effects are likely to occur on archaeology, architecture and cultural heritage from the construction and operation of these developments.	**Archaeology, Architecture and Cultural Heritage:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage:** Not significant.
		Human Health - Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health - Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All Mitigation measures to reduce cumulative effects have been proposed as part of the respective EIARs, including the Chapters of Human Health, as well as in the respective CEMPs. **Human Health- Operation:** No mitigation required.	**Human Health:** Not significant.
Applicant: Alanna Homes Ltd. **Local Authority**: Fingal County Council **Planning Applicant ref:** EIA Portal ID 2022127 & FCC planning ref no. FW22A/0147 **Location:** The application site is in the townland of Clonsilla, Dublin 15, and is partially occupied by buildings	Planning permission was granted in 2022 for a residential development comprising of 181 no. apartments and duplex units, together with a childcare facility, on a site measuring c. 3.6 Ha which is part of Zone 5 "Hospital" of the Hansfield Strategic Development Zone (SDZ) Planning Scheme 2006. The application site is in the townland of Clonsilla, Dublin 15, and is partially occupied by buildings formerly associated with St. Joseph's Hospital. The site is bounded to the south-west by Park Heights Road, to the north-west by Park Crescent Road, to the north-east by Hansfield Wood Lawn estate, and to the east and south by St Joseph's Hospital. The proposed development includes for the demolition of existing buildings on site (c. 2, 791 sq.m total) and the construction of 181 no. apartments and duplex units, together with a childcare facility, in 8 no. three to six storey	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Hansfield and Clonsilla stations, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters, and the Construction Traffic Management Plan (CTMP) and Mobility Management Plan prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, moderate, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West EIAR Population Chapter and the respective Construction Traffic Management Plans (CTMP) will address the potential cumulative impacts on the population during construction.	**Population – Construction:** Negative, slight, and short-term effects regarding construction traffic and local accessibility.

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formerly associated with St. Joseph's Hospital. The site is bounded to the south-west by Park Heights road, to the north-west by Park Crescent **Status:** Planning permission was granted in Dec 2022. Construction duration is approx. 5 years as defined by the applicant.	blocks. A breakdown of the proposed blocks is as follows: • Block A is a five to six storey building consisting of 40 no. apartments and duplex units comprised of 4 no. 1 bed units, 30 no. 2 bed units & 6 no. 3 bed units. • Block B is a four to five storey building consisting of 44 no. apartments and duplex units comprised of 2 no. 1 bed units, 40 no. 2 bed units & 2 no. 3 bed units. • Block C is a three to four storey building consisting of 29 no. apartments and duplex units comprised of 3 no. 1 bed units, 23 no. 2 bed units & 3 no. 3 bed units. Block C also includes for a one storey childcare facility (c. 350 sq.m) located on the ground floor of the block. • Block D1 is a 3 storey building consisting of 8 no. apartments and duplex units comprised of 4 no. 2 bed units & 4 no. 3 bed units. Block D2 is a 3 storey building consisting of 4 no. apartments and duplex units comprised of 2 no. 2 bed units & 2 no. 3 bed units. • Block E is a 3 storey building consisting of 16 no. apartments and duplex units comprised of 6 no. 1 bed units, 8 no. 2 bed units & 2 no. 3 bed units. • Block F is a 3 storey building consisting of 16 no. apartments and duplex units comprised of 8 no. 2 bed units & 8 no. 3 bed units. Block G is a 3 storey building consisting of 24 no. apartments and duplex units comprised of 12 no. 2 bed units & 12 no. 3 bed units. The proposed development includes for a basement level car park, located below Blocks A, B & C, which provides for 148 no. car parking spaces (inclusive of 6 no. disabled parking spaces), 184 no. bicycle parking spaces, 5 no. plant rooms and 2 no. bin storage areas. The basement level provides for internal stair core and lift access to Blocks A, B & C, with vehicular access being from the existing Park Crescent road to the north-west. Vehicular access to the proposed development will be via 2 no. access	during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services. The strategic location of this development to public transport services, such as DART will facilitate access of future residents to these services.	**Population - Operation:** No mitigation required.	Positive, slight, and short-term effects for job employment and local economy. **Population – Operation:** Positive, significant, and long-term effects.
		Biodiversity – Construction: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity. **Biodiversity – Operation:** No significant cumulative effects on biodiversity are envisaged during operation.	**Biodiversity – Construction:** Mitigation measures proposed in the Chapter Biodiversity and Hydrology Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Mitigation measures proposed in Chapter 8 Biodiversity of the in relation to disturbance of fauna during construction will be implemented. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not significant.
		Land and soils - Construction: There is potential for waste material from excavation to be produced from both projects, leading to waste material requiring disposal. **Land and soils – Operation:** There are no significant likely cumulative land and soils operational phase impacts.	**Land and soils - Construction**: A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared for the DART+ West project. A Construction Management Plan (CMP) and a Construction and Demolition Waste Management Plan (CDWMP) will be implemented in respect of this development. Mitigation measures proposed in the Land and Soils Chapters of the respective EIARs will be implemented to reduce the potential for cumulative impacts during construction. Mitigation measures have been prepared for the DART+ West project to manage materials to and from the development sites. **Land and soils – Operation:** No mitigation required.	**Land and Soil – Construction:** negative, imperceptible, and short-term effects. **Land and Soil – Operation:** Not significant.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water/Hydrology Chapters of the DART+ West project and this development EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring.	**Hydrology:** Negative, not significant, and short-term effects.

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	points as follows: (i) off the existing Park Heights road to the south-west, and (ii) off the existing Park Crescent road to the north-west. The proposed development includes for all associated site development works above & below ground, surface level and basement car parking (Total: 267 no. car parking spaces), surface level and basement bicycle parking (Total: 217 no. bicycle parking spaces), soft & hard landscaping and boundary treatments, public, communal and private open spaces, pedestrian and cyclist connections, public lighting, foul and surface water drainage, attenuation, roads, infrastructure connections etc. all on a site of c. 3.6 Ha. An Environmental Impact Assessment Report (EIAR), an Appropriate Assessment (AA) Screening Report, and a Flood Risk Assessment has been prepared in respect of the proposed development. **Distance**: 320m north of development		Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West project EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. Mitigation measures proposed in the development's CMP will also address potential impacts to water quality.	
		Hydrogeology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts.	**Hydrogeology:** Mitigation measures proposed in the Water/Hydrogeology Chapters of the DART+ West project and this development EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. EIAR Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP prepared for the DART+ West project identify several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. Mitigation measures proposed in the development's CMP will also address potential impacts to water quality.	**Hydrogeology:** Not significant.
		Air quality - Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction activities of both projects. **Air quality - Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality - Operation:** No mitigation required.	**Air Quality – Construction:** Negative, not significant, and short-term effects. **Air Quality – Operation:** Not significant.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area, therefore, reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** Not significant. **Climate – Operation**: Positive, indirect, and long-term effects.
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.

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		Landscape and Visual: Not applicable – this development is outside of the cumulative assessment study area for landscape and visual.	**Landscape and Visual:** Not applicable.	**Landscape and Visual:** Not applicable.
		Agri / Non Agri Land take: Not applicable – this development is outside of the cumulative assessment study area for agri / non agri land take.	**Agri / Non Agri Land take:** Not applicable.	**Agri / Non Agri Land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets - utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation to be generated from both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation:** No significant cumulative effects are likely to occur to material assets - waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Environmental Management Plan (CEMP) have been developed in respect of this development and the DART+ West project. An Operational Waste Management Plan (OWMP) will also be developed in respect of this development. Chapter 19 Material Assets: Waste Management and Resource Use of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** Negative, not significant, and short-term. **Material Assets – Waste Management – Operation:** Not significant.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside of the cumulative assessment study area for archaeology, architecture, and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.
Applicant: Aldi Stores (Ireland) Limited, Anne O'Neill **Local Authority**: Fingal County Council **Planning Applicant ref:** ABP Case Number 315707 &	Aldi Stores (Ireland) Limited, Anne O'Neill is requesting planning permission for development at Weaver's Row, Clonsilla Road, Clonsilla, Dublin 15. The proposed development consists of: 1) Construction of a 2 storey commercial block fronting Weavers Row, incorporating a foodstore measuring 2500 sq m gross (1,315 sq m net), with ancillary off-licence sales area, at first floor level over under croft car parking, including an external service area; associated signage consisting of 2	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the EIAR Traffic and Transport Chapter, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Neutral, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.

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FCC planning ref no. FW22A/0152 **Location:** Weaver's Row, Clonsilla Road, Clonsilla, Dublin 15 **Status:** The planning application was previously granted permission by Fingal Co. Co. and is currently on Appeal with An Bord Pleanala. Construction duration is not defined by the applicant.	internally illuminated fascia signs (5.11 sq m and 5.11 sq m), 1 no. illuminated fascia sign 1.79 sq m, 1 no. double sided internally illuminated pole sign to include opening hours with a total area (front and back) of 10.22 plus a smaller sign below of 2.7 sq m (front and back); 2) Construction of 3 no. ground retail units {279.3 sq m gfa, 182.5 sq m gfa, 150 sq m gfa,}; 3) Construction of 72 no. dwellings (4 no. 1 bed units, 37 no. 2 bed units, 31 no. 3 bed units} comprising 44 no. apartments (14 no. 3 bed units, 30 no. 2 bed units, 28 no. 3 bed units) comprising 14 no. apartments; 4) 191 no. car parking spaces (83 no. commercial and 108 no. residential); 5) 326 no. cycle spaces (87 no. commercial and 239 no. residential; 6) Revised access off Weavers Row and a new vehicular access off Weavers Row; 7) Demolition of semi-derelict former dwellings on part of the site totalling 109.4 sq m; 8) All landscape, boundary treatment and site development works. A Flood Risk Assessment has been prepared in respect of the proposed development. **Distance**: 60m north of development	connection and accessibility of the development to public transport services.		
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions / severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. **Population – Operation:** Likely long-term positive effects associated with the development of sustainable transport modes associated with DART+ West project.	**Population - Construction:** The implementation of the mitigation measures proposed as part of EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) of the DART+ West project will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Not significant. **Population – Operation:** Positive, significant, and long-term effect.
		Biodiversity – In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity –** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West EIAR will address the potential impacts to biodiversity.	**Biodiversity:** Imperceptible.
		Land and soils: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils -** Not applicable.	**Land and Soil –** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology Chapters of the DART+ West EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** Negative, not significant, and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface / ground water quality impacts.	**Hydrogeology:** Mitigation measures proposed in the Biodiversity and Hydrogeology Chapters of the EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrogeology – Construction:** Negative, not significant, and short-term effects. **Hydrogeology – Operation:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Air quality: Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapter of the DART+ West EIAR and in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** Negative, not significant, and short-term effects. **Air Quality – Operation:** Not significant.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** Not significant. **Climate – Operation**: Positive, indirect, and long-term effects.
		Noise and Vibration – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on the noise and vibration environment associated with construction activities of both projects. **Noise and Vibration - Operation:** There are no significant likely cumulative Noise and Vibration operational phase impacts.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the DART+ West project's EIAR and the CEMP will be implemented to control noise and vibration effect. **Noise and Vibration – Construction:** No mitigation required.	**Noise and Vibration – Construction:** Negative, not significant, and short-term effects. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual – Construction: Due to the scale and nature of this development, no significant cumulative landscape and visual effects are envisaged, should the construction phase overlap with the proposed DART+ West project. **Landscape and Visual – Operation:** No significant cumulative effects are envisaged during the operation phase of both developments.	**Landscape and Visual:** No mitigation required.	**Landscape and Visual:** Imperceptible.
		Agri / Non Agri Land take: Not applicable – this development is outside of the cumulative assessment study area for agri / non agri land take.	**Agri / Non Agri Land take:** Not applicable.	**Agri / Non Agri Land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets - utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation generated from the DART+ West project, leading to waste material requiring disposal.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Environmental Management Plan (CEMP) have been developed in respect of this	**Material Assets – Waste Management – Construction:** Negative, not significant, and short-term.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Material Assets – Waste Management – Operation: No significant cumulative effects are likely to occur to material assets - waste management from the operation of these developments.	development and the DART+ West project. Mitigation has also been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Operation:** Not significant.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside of the cumulative assessment study area for archaeology, architecture, and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health - Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health - Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All mitigation measures proposed as part of the DART+ West EIAR in the Human Health Chapter, as well as in the CTMP, and CEMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** Negative, slight, and short-term. **Human Health - Operation:** Not significant.
Applicant: Alanna Homes **Local Authority**: Fingal County Council **Planning Applicant ref:** ABP Case Number 314125, EIA Portal ID 2022129 & FCC planning ref no. SHDW/005/21 **Location:** Barberstown, Barnhill and Passifyoucan, Clonsilla, Dublin 15.	A 10-year planning permission was granted with conditions to Alanna Homes for a development comprising of demolition of the existing buildings, construction of 1,243 no. residential units (804 no. apartments, 439 no. houses), creche and associated site works. The development will consist of: (a) the demolition of the existing vacant industrial / agricultural buildings; (b) the construction of 1,243 residential units comprising: • 322 dwelling houses comprising a mix of 3- and 4- bedroom detached, semi-detached and terraced units ranging in height from two to three storeys. • 117 duplex units comprising a mix of 1-, 2- and 3- bedroom units arranged in two to three storey terraced and detached buildings. • 804 apartments comprising a mix of 1-, 2-, 3- and 4- bedroom units arranged in twenty four	**Traffic and Transport – Construction:** Both projects propose works at Barberstown Lane South. There is potential for significant cumulative negative effects on vehicular traffic in Barnhill if the construction works and road closures occur concurrently and/or sequentially. There is also potential for impacts on traffic in the wider area due to road diversions and the increase of HGVs on the road network should the construction stages overlap. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Hansfield station, improving the connection and accessibility of this development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective Traffic and Transport Chapters, the Construction Traffic Management Plan (CTMP), and the Construction Environmental Management Plan will address the potential cumulative impacts on traffic and transport during construction. Mitigation measures for this development can be found in the respective EIAR Material Assets: Traffic and Transportation Chapter and the Outline CEMP which has been developed for the development. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities	**Population - Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR Population/population and Human	**Population – Construction:** No significant effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Status: 10-year planning permission was granted with conditions in Mar 2023. Construction duration is projected to commence in October 2024 and to be complete in July 2032. as defined by the applicant.	apartment blocks and three terraced buildings ranging in height from two to twelve storeys. (c) The construction of commercial and community facilities including one creche; one medical centre; one café; one convenience retail unit; five retail / retail service units; a community centre; and an Office Hub and all ancillary signage. (d) Land set aside for a primary school to accommodate a minimum of 16 classrooms; (e) Provision of four new vehicular accesses with two from the Part 8 approved Barberstown Lane South Upgrade and two from the R149; the provision for creation of a pedestrian and cycling priority route along Barberstown Lane North, the provision of a pedestrian access plaza from the site to the Hansfield train station to the north; and provision for a pedestrian connection to the future Royal Canal Greenway; (f) The provision of landscaping and amenity areas to include neighbourhood playgrounds; pocket parks with play areas; and park comprising a multi-use games area (MUGA), large field, playing pitch; skateboard park; play areas; and amenity trails; (g) Proposed underground diversion of a section of 10/20kV ESB overhead power line traversing through the northern part of the site and the retirement of its ancillary poles; (h) All associated infrastructure and ancillary site development works to include the construction of five double electrical substations and six unit electrical substations; construction of foul pumping station and ancillary kiosks; drainage and services connections; internal roads; pedestrian footpaths, pedestrian bridges and cycle lanes, public lighting, utilities, landscaping and boundary treatments, bicycle and car parking including basement and undercroft parking, and bin storage. An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of the proposed development.	resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in local economy to support the workforce. **Population – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Hansfield station, improving the connection and accessibility of the development to public transport services. The strategic location of this development to public transport services, such as DART will facilitate access of future residents to these services.	Health Chapters and the Construction Environmental Management Plans (CEMP) will address the potential cumulative impacts on the population during construction. The DART+ Project a Traffic Management Plan (TMP) has also been prepared as part of the DART+ West project. **Population - Operation:** No mitigation required.	**Population – Operation:** Positive, significant, and long-term effects.
		Biodiversity – In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the respective EIARs will address the potential impacts to water quality for the construction and operational phases. Mitigation measures associated with this development to reduce impacts of biodiversity will also be proposed in their CEMP.	**Biodiversity:** Not significant.
		Land and soils - Construction: There is potential for waste material from excavation to be generated from both projects, leading to waste material requiring disposal. **Land and soils – Operation:** No significant cumulative effects on land and soils are envisaged during operation.	**Land and soils - Construction:** Mitigation measures proposed in the Land and Soils/Land Chapters of the respective EIARs will be implemented to reduce the potential for cumulative impacts on land and soils during construction for both projects. Mitigation measures associated with this development to reduce impacts on land and soils will also be proposed in their CEMP. A Construction and Demolition Waste Management Plan (CDWMP) has been prepared for DART+ West project. Mitigation measures have also been prepared for the DART+ West Project to manage materials to and from the development sites. **Land and soils – Operation:** No mitigation required.	**Land and Soil – Construction:** Negative, imperceptible to slight, and short-term effects. **Land and Soil – Operation:** Not significant.
		Hydrology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts. **Hydrology – Operation:** No significant cumulative effects on hydrology are envisaged during operation.	**Hydrology: Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology/Water of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste	**Hydrology – Construction:** Negative, not significant, and short-term effects. **Hydrology – Operation**: Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	Distance: 0m from the development.		and the measures for handling contaminated waste on site. **Hydrology – Operation:** No mitigation required.	
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts.	**Hydrogeology:** Mitigation measures proposed in the Land and Soils and Hydrogeology/Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrogeology – Construction:** Negative, not significant, and short-term effects. **Hydrogeology – Operation:** Not significant.
		Air quality - Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality - Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs of both projects will be implemented to mitigate potential cumulative dust impacts. Further mitigation measures is outlined in the CEMP for the DART+ West project. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** Neutral, not significant, short-term effects. **Air Quality – Operation:** Not significant.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the public transport improvement measures proposed by the DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** Not significant. **Climate – Operation**: Positive and long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise and vibration effects from construction activities. **Noise and Vibration - Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the respective EIARs for the developments and the CEMPs will be implemented to control noise and vibration effect. **Noise and Vibration – Construction:** No mitigation required.	**Noise and Vibration – Construction:** Negative, slight to moderate, and short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential cumulative landscape	**Landscape and Visual - Construction:** The implementation of the mitigation measures proposed as part of the respective EIARs' Landscape and Visual Chapters of both projects will	**Landscape and Visual – Construction:** Negative, not significant, and temporary.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		and visual effects as a result of the construction sites associated with both projects. **Landscape and Visual – Operation:** No significant cumulative effects are envisaged during the operation phase of both developments.	address the potential cumulative visual impacts on the landscape. **Landscape and Visual - Operation:** No mitigation required.	**Landscape and Visual – Operation:** Imperceptible.
		Agri / Non Agri Land take: This development's boundary overlaps with the temporary and permanent land take of the proposed DART+ West project. However, due to the small overlap in landtake, no significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** Imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** Not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation to be produced from both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared for the DART+ West project development to manage materials to and from development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** Negative, not significant, and short-term. **Material Assets – Waste Management – Operation:** Not significant.
		Archaeology, Architecture and Cultural Heritage – Construction: There may be potential slight negative impacts on undesignated elements of archaeological, architectural, and cultural heritage resources in the area, where archaeological excavation may be required for this development during the construction stage. **Archaeology, Architecture and Cultural Heritage – Operation:** No significant cumulative effects are likely to occur to archaeology, architecture, and cultural heritage from the operation of these developments.	**Archaeology, Architecture and Cultural Heritage - Construction:** The implementation of mitigation measures proposed as part of the respective EIARs' Landscape and Visual Chapters of both projects will address the potential cumulative impacts on the archaeology, architecture and cultural heritage. **Archaeology, Architecture and Cultural Heritage – Operation:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage - Construction:** Negative, slight, and short-term. **Archaeology, Architecture and Cultural Heritage - Operation:** Not significant.
		Human Health - Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and / or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have	**Human Health- Construction:** All mitigation measures proposed as part of the Human Health/Population and Human Health Chapters of the respective EIARs, the CEMP, and the CTMP will reduce the cumulative effects for both projects. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** Negative, slight, and short-term. **Human Health- Operation:** No significant effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		been assessed above and may also impact human health. **Human Health - Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.		
Applicant: Dept of Education **Local Authority**: Fingal County Council **Planning Applicant ref:** FCC planning ref no. FW22A/0288 **Location:** Luttrellstown Road/Porterstown Link Road, Clonsilla, Dublin 15 **Status:** Planning permission was granted in Aug 2023. Construction duration is not defined by the applicant.	Planning permission was granted to Dept of Education for the development on site at Porterstown adjacent to Luttrellstown Community College and forming part of the existing school campus that also incorporates Scoil Choilm Community National School. The development will consist of a Post Primary School with an overall floor area of 5376sq.m and 2 storeys in height. The proposed school will incorporate 18 general classrooms as well as 14 specialist classrooms in addition to all ancillary pupil and teacher facilities including external recreational areas that includes 4 no. ballcourts, external social spaces including a tiered seating area, covered bicycle parking facilities and car parking. vehicular access to the development is provided via the existing access to Luttrellstown Community College off Porterstown Link Road. A new pedestrian/cyclist only access is also proposed off Porterstown Link Road. A non-vehicular access to the school, for use by emergency services only, is also provided along the southern site boundary off Luttrellstown Road. A temporary construction access is also proposed off Luttrellstown Road. The proposed development also provides for solar panels on roof, on-site external lighting, landscaping and boundary treatment in addition to all associated site development works including alterations to ground levels and the construction of retaining walls. The proposed development will also provide for upgrade works to the existing footpath network and to the pedestrian crossing on Porterstown Link Road and the provision of a new pedestrian crossing and upgrade works at the existing entrance to the school campus site also off Porterstown Link Road. An Appropriate Assessment (AA) Screening Report accompanies the planning application.	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic, specifically along Bothar Bhaile Phoirtearaigh Road and in Porterstown/Anfield, due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the EIAR's Traffic and Transport Chapter, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Neutral, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. **Population – Operation:** Likely long-term positive effects associated with the development of sustainable transport modes as part of the DART+ West project in proximity of the school.	**Population - Construction:** The implementation of the mitigation measures proposed as part of EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) of the DART+ West project will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Not significant. **Population – Operation:** Positive, significant, and long-term effect.
		Biodiversity – In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity –** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West EIAR will address the potential impacts to biodiversity.	**Biodiversity:** Imperceptible.
		Land and soils: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils -** Not applicable.	**Land and Soil –** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology Chapters of the DART+ West EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring.	**Hydrology – Construction:** Negative, not significant, and short-term effects. **Hydrology – Operation**: Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	Distance: 0m south of development		Chapter 19 Material Assets: Waste management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	
		Hydrogeology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and ground water quality impacts.	**Hydrogeology:** Mitigation measures proposed in the Biodiversity and Hydrogeology Chapters of the EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrogeology – Construction:** Negative, not significant, and short-term effects. **Hydrogeology – Operation:** Not significant.
		Air quality - Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality - Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality - Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapter of the DART+ West EIAR and in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality - Operation:** No mitigation required.	**Air Quality – Construction:** Negative, not significant, and short-term effects. **Air Quality – Operation:** Not significant.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** Not significant. **Climate – Operation**: Positive, indirect, and long-term effects.
		Noise and Vibration – Construction: Should the construction stages overlap and / or develop concurrently, there is potential for cumulative effects on the noise and vibration environment associated with construction activities of both projects. **Noise and Vibration - Operation:** There are no significant likely cumulative noise and vibration operational phase impacts.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the DART+ West project's EIAR and the CEMP will be implemented to control noise and vibration effect. **Noise and Vibration – Construction:** No mitigation required.	**Noise and Vibration – Construction:** Negative, not significant, and short-term effects. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual – Construction: Due to the scale and nature of this development, no significant cumulative landscape and visual effects are	**Landscape and Visual:** No mitigation required.	**Landscape and Visual:** Imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		envisaged, should the construction phase overlap with the proposed DART+ West project. **Landscape and Visual – Operation:** No significant cumulative effects are envisaged during the operation phase of both developments.		
		Agri / Non Agri Land take: Not applicable – this development is outside of the cumulative assessment study area for agri / non agri land take.	**Agri / Non Agri Land take:** Not applicable.	**Agri / Non Agri Land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets - utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation generated from the DART+ West project, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to material assets - waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Environmental Management Plan (CEMP) have been developed in respect of this development and the DART+ West project. Mitigation has also been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** Negative, not significant, and short-term. **Material Assets – Waste Management – Operation:** Not significant.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside of the cumulative assessment study area for archaeology, architecture, and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health - Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health - Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health - Construction:** All mitigation measures proposed as part of the DART+ West EIAR in the Human Health Chapter, as well as in the CTMP, and CEMP will reduce the cumulative effects. **Human Health - Operation:** No mitigation required.	**Human Health- Construction:** Negative, slight, and short-term. **Human Health- Operation:** Not significant.

Table 2-5 Tier 3 Projects within the functional area of Kildare County Council

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Applicant: Irish Water **Local Authority**: Kildare County Council **Planning Applicant ref:** ABP Case Number 315725 & KCC planning ref no. 22784 **Location:** Mariavilla, Carton Demesne, Oldcarton, Catherinestown, Kellystown, Ravensdale, Sion and Confey, Co. Kildare. **Status:** The planning application was granted by Kildare Co. Co. and is currently on Appeal with An Bord Pleanála. Construction duration is not defined by the applicant.	Planning Permission was granted to Irish Water in 2023 but is currently under appeal for the development at this site in the townlands of Mariavilla, Carton Demesne, Oldcarton, Catherinestown, Kellystown, Ravensdale, Sion and Confey. The development will traverse the administrative areas of both Kildare County Council and Meath County Council. The development within the Kildare County Council administrative area will consist of: (a) Permanent Mechanical, Electrical, Instrumentation, Control and Automation (MEICA) upgrade works, upgrade of the existing chemical dosing system and ancillary works at the Maynooth Wastewater Pumping Station (WWPS) site in the townland of Mariavilla; and, (b) Provision of approximately 7.9km new pipeline (approximately 9.8km total development length within Kildare and Meath) and associated infrastructure (air valves, scour valves, flow meter, ventilation columns etc.) between the Maynooth WWPS and existing Irish Water infrastructure along the R149 in the townland of Confey. A Natura Impact Statement (NIS) accompanies the subject application. **Distance**: c. 70m north of development (at closest point)	**Traffic and Transport – Construction:** There is potential for cumulative negative effects on vehicular traffic if the construction works, namely the IW works along Confey Road occur concurrently and/or sequentially with the construction phase of the DART+ West project. **Traffic and Transport – Operation:** There are no significant likely cumulative traffic and transport operational phase impacts.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction. Mitigation measures are proposed as part of the Planning and Environmental Report of this development. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** No significant effects.
		Population – Construction: Should the construction stages overlap and / or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. **Population – Operation:** There are no significant likely cumulative population operational phase impacts.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West EIAR Population Chapter and the respective Construction Traffic Management Plans (CTMP) will address the potential cumulative impacts on the population during construction. Mitigation measures are proposed as part of the Planning and Environmental Report of this development. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight, and short-term effects regarding construction traffic and local accessibility. **Population – Operation:** No significant effects.
		Biodiversity – Construction: Should the construction stages overlap and / or develop concurrently, there is potential for cumulative effects on biodiversity resulting from the displacement of local fauna associated with construction activities and surface water quality impacts which could result in impacts to biodiversity for both projects. **Biodiversity – Operation:** There are no significant likely cumulative biodiversity operational phase impacts.	**Biodiversity – Construction:** Mitigation measures proposed in the Biodiversity and Water Chapters of the respective EIARs will address the potential impacts to water quality. Mitigation measures are also proposed as part of the Ecological Assessment Chapter of the Planning and Environmental Report, and the NIS for this development. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.
		Land and soils: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils:** Not applicable.	**Land and Soil:** Not applicable.
		Hydrology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology of the DART+ West project EIAR will reduce the potential	**Hydrology – Construction:** Negative, not significant, and short-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		is potential for cumulative surface water quality impacts. **Hydrology – Operation:** No significant cumulative effects on hydrology are envisaged during operation.	impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Operation**: No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology:** Mitigation measures proposed in the Hydrogeology Chapters of the EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrogeology – Construction:** negative, not significant, and short-term effects. **Hydrogeology – Operation:** Not significant.
		Air quality - Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction activities of both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently. **Air quality - Operation:** There are no significant likely cumulative Air Quality operational phase impacts.	**Air quality - Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapter of the DART+ West project EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality - Operation:** No mitigation required.	**Air Quality – Construction:** Negative, not significant, short-term effects. **Air Quality – Operation:** Not applicable.
		Climate – Construction: No significant cumulative effects are predicted during the construction and operation phase of these developments.	**Climate**: No mitigation required at construction or operation phase.	**Climate:** Not significant.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise and vibration effects from construction activities.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the EIAR of the DART+ West project and the CEMP will be implemented to control noise and vibration effect.	**Noise and Vibration – Construction:** Negative, slight to moderate, and short-term. **Noise and Vibration – Operation:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Noise and Vibration: Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** No mitigation required.	
		Landscape and Visual – Construction: Should the construction stages overlap and / or develop concurrently, there is potential cumulative landscape and visual effects as a result of the construction sites associated with both projects. **Landscape and Visual – Operation:** No likely significant cumulative effects during the operational phase.	**Landscape and Visual - Construction:** The implementation of the mitigation measures proposed as part of the EIAR Landscape and Visual Chapter will address the potential cumulative visual impacts on the landscape for the DART+ West project. **Landscape and Visual - Operation:** No mitigation required.	**Landscape and Visual – Construction:** Negative, moderate, and temporary effects. **Landscape and Visual – Operation:** No significant effects.
		Agri / Non Agri Land take: This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West project. No significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** Imperceptible.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets - utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation to be produced from both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to material assets - waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Environmental Management Plan (CEMP) have been developed in respect of the DART+ West project. Mitigation has been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, and short-term. **Material Assets – Waste Management – Operation:** Not significant.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside of the cumulative assessment study area for archaeology, architecture, and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health - Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage	**Human Health - Construction:** All mitigation measures proposed as part of the DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects.	**Human Health - Construction:** Negative, slight, and short-term. **Human Health- Operation:** Imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health - Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	Mitigation measures proposed in this development's Planning and Environmental Report will also address potential impacts to human health. **Human Health- Operation:** No mitigation required.	
Applicant: Ladas Property Company Limited **Local Authority**: Kildare County Council **Planning Applicant ref:** KCC planning ref no. 23494 **Location:** Lands adjoining and to the rear of St Mary's Church, Mill Street, Maynooth, Co Kildare **Status:** The planning application was granted by KCC and is currently under appeal. Construction duration is approx. from Q3 2023 to Q5 2025 as defined by the applicant.	Planning permission for a Large-scale Residential Development was requested to Ladas Property Company Limited in July 2023 on lands adjoining and to the rear of St Mary's Church at Mill Street, Maynooth, Co Kildare. The development will consist of the provision of 115 no. apartments in 4no. separate blocks incorporating provision of a creche and restaurant/cafe, 1no. office unit and provision of a basement to provide for car parking, bicycle storage and ancillary bin storage areas. Particulars of the development provide as follows: (a) Replacement of 2no. existing vehicular entrances onto Mill Street with 1no. single access point onto Mill Street to incorporate the proposed vehicular entrance works along with associated pedestrian and cyclist connections onto Mill Street and associated works to provide for a bus stop and realignment of existing footpath in accordance with planned Part VIII works for this section of Mill Street. (b) Site excavation works to facilitate the proposed development to include levelling, excavation and general site preparation works. (c) Block A: A four-storey building comprising a creche and restaurant/cafe at ground floor level and upper floors incorporating 1no. office unit, provision of 7no. 1bed apartments and 10no. 2bed apartments with associated civic space fronting onto Mill Street and external play area to the rear to serve the creche. A basement will be provided under Block A for parking and bin storage. (d) Block B1: An apartment block ranging from three to five storeys comprising a total of 32no. residential apartments to consist of 6no. 1bed apartments, 19no. 2 bed apartments and 7no. 3 bed apartments. A	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the EIAR Traffic and Transport Chapter, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services. The strategic location of this development to public transport services, such as DART will facilitate access of future residents to these services.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. Mitigation measures are also proposed in the Construction Management Plan of this development. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight, and short-term effects regarding construction traffic and local accessibility. Positive, slight, short-term effects for job employment and local economy. **Population – Operation:** Positive, significant, and long-term effects.
		Biodiversity – Construction: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity – Construction:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West project EIAR will address the potential impacts to water quality.	**Biodiversity:** Imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	basement will be provided under Block B1 which will incorporate an access ramp, parking and bin storage. (e) Block B2: A six storey apartment block comprising a total of 48no. residential apartments to consist of 13no. 1bed apartments and 35no. 2 bed apartments. (f) Block C: An apartment block ranging from four to five storeys comprising a total of 18no. residential apartments to consist of 1no. 1bed apartments, 13no. 2 bed apartments and 4no. 3bed apartments along with a ground level storage room for bicycles and bins. Block C will be raised on stilts with a flood storage area provided at ground level beneath this Block. (g) Provision of a basement car parking area to comprise a total of 74no. car parking spaces (incorporating infrastructure for electric vehicle charge points), along with bicycle storage and bin storage areas. (h) Provision of bicycle and bin storage facilities at surface level. (i) Provision of internal access roads and footpaths/cycle paths. (j) Provision of residential communal open space areas (including formal play areas) to include internal walkway along the Lyreen River and pedestrian bridges within the site and including all associated landscape works with public lighting, planting and boundary treatments. (k) Provision of an ESB substation adjacent to Block B1. (i) Associated site works and attenuation systems to include a hydrocarbon and silt inceptor to facilitate site drainage as well as all ancillary site development / construction works with provision of a foul pump station and internal foul, storm and water networks for connection to the existing foul, storm and public water networks. A Natura Impact Statement (NIS) accompanies this application. **Distance**: 460m north of development	**Biodiversity – Operation:** No significant cumulative effects on biodiversity are envisaged during operation.	**Biodiversity – Operation:** No mitigation required.	
		Land and soils - Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils -** Not applicable.	**Land and Soil –** Not applicable.
		Hydrology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts. **Hydrology – Operation:** No significant cumulative effects on hydrology are envisaged during operation.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology of the DART+ West project EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant, and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Operation - Construction**: No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology:** Mitigation measures proposed in the Land and Soils and Hydrogeology Chapters of the DART+ West project EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrogeology – Construction:** Negative, not significant, and short-term effects. **Hydrogeology – Operation:** Not significant.
		Air quality: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Air quality:** Not applicable.	**Air Quality** Not applicable.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** Not significant. **Climate – Operation**: Positive, indirect, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
		Landscape and Visual: Not applicable – this development is outside of the cumulative assessment study area for landscape and visual.	**Landscape and Visual:** Not applicable.	**Landscape and Visual:** Not applicable.
		Agri / Non Agri Land take: Not applicable – this development is outside of the cumulative assessment study area for agri / non agri land take.	**Agri / Non Agri Land take:** Not applicable.	**Agri / Non Agri Land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets - utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation to be generated from both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to material assets - waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Environmental Management Plan (CEMP) have been developed in respect of the DART+ West project. Mitigation has also been prepared for the DART+ West project to manage materials to and from the development sites. A Construction Management Plan has been developed in respect to this development. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** Negative, not significant, and short-term. **Material Assets – Waste Management – Operation:** Not significant.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside of the cumulative assessment study area for archaeology, architecture, and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.

Table 2-6 Tier 3 Projects within the functional area of Meath County Council

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Applicant: McGarrell Reilly Homes Limited **Local Authority**: Meath County Council **Planning Applicant ref:** ABP Case Number 314703 & MCC planning ref no. 22910 **Location:** Newtownmoyaghy, Kilcock, Co. Meath **Status:** The planning application was refused by Meath Co. Co. and is currently on appeal with An Bord Pleanala. Construction duration is approx. 18-24 months as defined by the applicant.	Request for planning permission was submitted by McGarrell Reilly Homes Limited in 2022 for a proposed development consisting of: i. The construction of 530 No. residential units, all with private amenity space comprising: a) 454 No. houses including; i. 44 No. 2-storey, 2-bedroom houses and associated amenities and car parking; ii. 327 No. 2-storey, 3-bedroom houses and associated amenities and car parking; iii. 53 No. 2-storey, 4-bedroom houses and associated amenities and car parking; iv. 30 No. 3-storey, 4-bedroom houses and associated amenities and car parking; b) 62 No. duplex units including; i. 25 No. 1-bedroom apartment units with all associated amenities and car parking; ii. 6 No. 2-bedroom apartment units with all associated amenities and car parking; iii. 25 No. 2-bedroom duplex units with all associated amenities and car parking; iv. 6 No. 3-bedroom duplex units with all associated amenities and car parking; c) 14 No. apartment units including; i. 3 No. 1-bedroom apartment units with all associated amenities and car parking; ii. 11 No. 2-bedroom apartment units with all associated amenities and car parking; ii. The construction of 1 No. neighbourhood centre (c.1,598sq.m); iii. The construction of 1 No. 16-classroom Primary School (c.3,052sq.m); iv. The construction of 1 No. childcare facility, associated external play area and car parking spaces; v. Provision of new sports changing room facilities, associated entrance road and car parking spaces; vi. The erection of 2 No. 13m lattice masts in the southern section of the site together with the relocation to underground of 2 No. 10kV and 2 No. 38kV overhead lines; vii. New boundary walls and fences, open space, internal site roads, pavements, public lighting, tree planting, landscaping, bin storage,	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the EIAR Traffic and Transport Chapter, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction. Mitigation measures are also proposed for this development in the accompanying Traffic and Transport Assessment Report and the CEMP. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Neutral, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction stages overlap and / or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions / severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. **Population – Operation:** Likely long-term positive effects associated with the development of sustainable transport modes associated with DART+ West project. The strategic location of this development to public transport services, such as DART will facilitate access of future residents to these services.	**Population - Construction:** The implementation of the mitigation measures proposed as part of EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) of the DART+ West project will address the potential cumulative impacts on the population during construction. Mitigation measures are also proposed for this development in the accompanying CEMP. **Population - Operation:** No mitigation required.	**Population – Construction:** Not significant. **Population – Operation:** Positive, significant, and long-term effect.
		Biodiversity – In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity –** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West EIAR will address the potential impacts to biodiversity. Mitigation measures are also proposed for this development in the accompanying CEMP.	**Biodiversity:** Imperceptible.
		Land and soils - Construction: There is potential for waste material from excavation to be generated from both projects, leading to waste material requiring disposal. **Land and soils – Operation:** No significant cumulative effects on land and soils are envisaged during operation.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP). Mitigation measures proposed in the Land and Soils Chapters of the dart+ West EIAR will be implemented to reduce the potential for cumulative impacts on land and soils during construction. Mitigation measures have also been prepared for the DART+ West Project to manage materials to and from the development sites.	**Land and Soil – Construction:** Negative, imperceptible to slight, and short-term effects. **Land and Soil – Operation:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	ESB substations and all ancillary works necessary to facilitate the development. An Environmental Impact Assessment Report (EIAR), and a Natura Impact Statement (NIS) have been prepared in respect of the proposed development. **Distance:** 45m north of development		Mitigation measures are also proposed in the respective CEMPs of both projects. **Land and soils – Operation:** No mitigation required.	
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology Chapters of the DART+ West EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. Mitigation measures are also proposed in the respective CEMPs of both projects.	**Hydrology – Construction:** Negative, not significant, and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and ground water quality impacts.	**Hydrogeology:** Mitigation measures proposed in the Biodiversity and Hydrogeology Chapters of the EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. Mitigation measures are also proposed in the respective CEMPs of both projects.	**Hydrogeology – Construction:** Negative, not significant, and short-term effects. **Hydrogeology – Operation:** Not significant.
		Air quality - Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality - Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapter of the DART+ West EIAR and in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** Negative, not significant, and short-term effects. **Air Quality – Operation:** Not significant.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** Not significant. **Climate – Operation**: Positive, indirect, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		public transport options in the area therefore reducing reliance on private cars.		
		Noise and Vibration – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on the noise and vibration environment associated with construction activities of both projects. **Noise and Vibration - Operation:** There are no significant likely cumulative noise and vibration operational phase impacts.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the DART+ West project's EIAR will be implemented to control noise and vibration effect. Mitigation measures are also proposed in the respective CEMPs of both projects. **Noise and Vibration – Construction:** No mitigation required.	**Noise and Vibration – Construction:** Negative, not significant, and short-term effects. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual – Construction: Due to the scale and nature of this development, no significant cumulative landscape and visual effects are envisaged, should the construction phase overlap with the proposed DART+ West project. **Landscape and Visual – Operation:** No significant cumulative effects are envisaged during the operation phase of both developments.	**Landscape and Visual:** No mitigation required.	**Landscape and Visual:** Imperceptible.
		Agri / Non Agri Land take: This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West project. No significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** Imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** Not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation generated from the DART+ West project, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) has been developed in respect of this development and the DART+ West project. Mitigation has also been prepared for the DART+ West project to manage materials to and from the development sites. Mitigation measures are also proposed as part of the CEMPs of both projects. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** Negative, not significant, and short-term. **Material Assets – Waste Management – Operation:** Not significant.
		Archaeology, Architecture and Cultural Heritage: This development does not propose any works to built heritage features of significance. The footprint of this development and sections of the DART+ West project	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		are located on a greenfield site. There is potential for disturbances to unknown archaeological features of importance during construction.		
		Human Health - Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health - Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health - Construction:** All mitigation measures proposed as part of the DART+ West project's EIAR will be implemented to address potential cumulative effects to archaeology, architecture, and cultural heritage. Mitigation measures are also proposed as part of the CEMPs of both projects. **Human Health - Operation:** No mitigation required.	**Human Health-Construction:** Negative, slight, short-term. **Human Health - Operation:** Not significant.
Applicant: McGarrell Reilly Homes **Local Authority**: Meath County Council **Planning Applicant ref:** MCC planning ref no. 23424 **Location:** Bennetstown, Pace, Dunboyne, Co. Meath **Status:** Planning permission was granted in April 2023. Further information was requested by MCC in June 2023. Construction duration is not	Request for planning permission has been submitted by McGarrell Reilly Homes in 2023 for development at Bennetstown , Pace , Dunboyne, Co. Meath. The development will consist of: i. Construction of 3 no. office buildings with a cumulative gross floor area (GFA) of 13,729 sq.m ranging in height from 3 to 4- storeys and shall comprise the following: a. Building 1 (3,597 sq.m GFA) 3-storeys in height (12.35 metres to top of parapet), with a set back louvred screen 2m above parapet level. b. Building 2 (5,336 sq.m GFA) 4-storeys in height (16.125 metres to top of parapet), with a set back louvred screen 2m above parapet level. c. Building 3 (4,796 sq.m GFA) 4-storeys in height (16.125 metres to top of parapet), with a set back louvred screen 2m above parapet level. ii. Roof mounted solar PV panels (c. 180 sq.m combined area); iii. Provision of a 4-arm signalised junction replacing the existing Pace roundabout to include a new northern arm with segregated cycleway and footpath; iv. Access to the development is proposed from the new northern arm, with 6m wide internal access roads to serve the development; v. Upgrade works to the R157 and M3 Parkway access road to facilitate junction improvements; vi. A total of 275 surface car parking spaces	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the EIAR Traffic and Transport Chapter, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction. Mitigation measures are also proposed for this development in the accompanying Mobility Management and Traffic Impact Assessment. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Neutral, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions / severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. **Population – Operation:** Likely long-term positive effects associated with the development of sustainable transport modes associated with DART+ West project. The strategic location of this development to public transport services, such as DART will facilitate access of future residents to these services.	**Population - Construction:** The implementation of the mitigation measures proposed as part of EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) of the DART+ West project will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Not significant. **Population – Operation:** Positive, significant, and long-term effect.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
defined by the applicant.	including 14 disabled access bays and 55 electric car charging points; vii. 280 bicycle parking spaces in 3 secure cycle storage areas adjacent to the buildings; viii. Site signage is to be erected, all spot-lit and back-lit illuminated, including 2 no. type 1 entrance signs (6.15m x 2.4m) and 3 no. type 2 building signs (1.35m x 2.4m); ix. 3 standalone electricity substations; x. Foul sewer connection to existing public system including pumping station on site with rising mains along Kennedy Road and Navan Road; xi. Watermain connection to the north east of site at Pace for connection to Irish Water Infrastructure; xii. Permission is also sought for associated landscaping, boundary treatments, public lighting, plant, waste storage and all ancillary site and development works. A Natura Impact Statement (NIS) has been prepared in respect of the proposed development. **Distance**: 280m west of development	**Biodiversity –** In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity –** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West EIAR will address the potential impacts to biodiversity. Mitigation measures are also proposed for this development in the accompanying NIS report.	**Biodiversity:** Imperceptible.
		Land and soils: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils -** Not applicable.	**Land and Soil –** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology Chapters of the DART+ West EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. Mitigation measures are also proposed in the Flood Risk Assessment of this development.	**Hydrology – Construction:** Negative, not significant, and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and ground water quality impacts.	**Hydrogeology:** Mitigation measures proposed in the Biodiversity and Hydrogeology Chapters of the EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrogeology – Construction:** Negative, not significant, and short-term effects. **Hydrogeology – Operation:** Not significant.
		Air quality: Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapter of the DART+ West EIAR and in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** Negative, not significant, and short-term effects. **Air Quality – Operation:** Not significant.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Climate – Operation: It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing reliance on private cars.		**Climate – Operation**: Positive, indirect, and long-term effects.
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
		Landscape and Visual – Construction: Due to the scale and nature of this development, no significant cumulative landscape and visual effects are envisaged, should the construction phase overlap with the proposed DART+ West project. **Landscape and Visual – Operation:** No significant cumulative effects are envisaged during the operation phase of both developments.	**Landscape and Visual:** No mitigation required.	**Landscape and Visual:** Imperceptible.
		Agri / Non Agri Land take: This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West project. No significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** Imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** Not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation generated from the DART+ West project, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) has been developed in respect of the DART+ West project. Mitigation has also been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** Negative, not significant, and short-term. **Material Assets – Waste Management – Operation:** Not significant.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside of the cumulative assessment study area for archaeology, architecture, and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.

2.2.2 Status Update of Applications included in the EIAR (July 2022)

A review of the status of applications (Tier 3 projects) that at the time of writing the EIAR (July 2022) Chapter 26 Cumulative Effects were awaiting further/additional information or pending a final decision or under appeal was undertaken. Applications with status changes as of 27th of September 2023 are listed in Table 2-7 below.

Table 2-7 Status Change of applications included in the original cumulative assessment

Applicant	Planning application ref	Updated Status	Decision date
Connolly Quarter Development Company Limited	EIA Portal ID 2021272 and DCC ref no. 3054/22	Grant	12 July 2022
Fitzwilliam Real Estate Developments Ltd	DCC 3040/22	Refuse	10 Jan 2023
Bartra Property (Porterstown) Ltd	FCC Planning ref no. FW21A/0171	Appeal Refused	6 Jan 2023
Breffni Assets Holdings Ltd.	FCC planning ref. F21A/0667	Grant Permission	11 Nov 2022
McGarrell Reilly Homes	EIA Portal 2022089 & ABP case ref: PL17.246141 Meath ref no. RA150205	Grant Permission with Revised Conditions	29 July 2016
Avoca Homes	KCC Planning ref no. 20108 & ABP case ref no. PL09.309929	Grant Permission with Conditions	14 April 2022
Heathcote Holdings Limited	KCC planning ref no. 211108	Grant Permission	17 June 2022