MetroLink

Environmental Impact Assessment Report Addendum

Chapter 30 Cumulative Impacts

27/02/2024

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30. Cumulative Impacts of Interactions with Other Projects and MetroLink

30.1 Introduction

The MetroLink Railway Order was submitted in September 2022. In light of the time that has passed, the Project Team have undertaken a review of the Environmental Impact Assessment Report (EIAR) Chapter 30 Cumulative Impacts of Interactions with other Projects and MetroLink.

This addendum should be read in conjunction with Chapter 30 of the EIAR, which was submitted with the original Railway Order application. The only additional amendment to the Railway Order Chapter is the proposed cut-off date for projects. The new cut-off date is now 9th February 2024. This addendum has been prepared to provide an up to date assessment of potential cumulative impacts with other developments.

Please note that any of the 'other developments' identified in Chapter 30 of the EIAR within the 2022 Railway Order that have been constructed since submission are now considered in the updated baseline environment throughout this EIAR Addendum, as relevant and applicable.

30.2 Methodology and Impact Assessment

The following guidelines and publications were considered in undertaking this assessment:

- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA 2022);
- Draft Advice Notes for Preparing Environmental Impact Statements (EPA 2015);
- Environmental Impact Assessment of Projects. Guidance on the preparation of the Environmental Impact Assessment Report (EC 2017);
- Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions (EC 1999); and
- Advice Note Seventeen: Cumulative Effects Assessment Relevant to Nationally Significant Infrastructure Projects (UK Planning Inspectorate 2019).

30.2.1 Stage 1 – Identification of Other Developments

The first step in determining cumulative impacts comprised the identification of a long list of other developments which may have the potential to overlap with the proposed Project based on available information.

This involved a desk study of planning applications, development plan documents, relevant development frameworks and any other available sources to identify other developments within a defined zone of influence which may have the potential to interact with the proposed Project.

For the purpose of the proposed Project, the categories of other developments included in the cumulative impact assessment have been taken to include:

- Any approved and still implementable planning applications backdated approximately 10 years from the time the planning search was undertaken (as it was assumed applications dated further in the past than this would have either been completed or are no longer likely to proceed) with the potential for cumulative impact with the proposed Project; and

- Any other major developments that are currently subject to the pre-planning application and preliminary design phases with the potential for cumulative impact with the proposed Project.

Developments or land allocations, whose impacts could foreseeably overlap with the construction or operation of the proposed Project, or where construction impacts may be consecutive but cumulative, were included in the final list. If a project has been granted permission and was deemed to be completed, then this would be considered part of the baseline. This was considered in the addendum Appendix A30.1 (Stage 1 & 2 Cumulative Assessment). The most recent search for developments considered in this EIAR was undertaken on 9th February 2024.

30.2.1.1 Local Authority Planning Applications

A long list of other developments which have been approved planning by the local authorities was generated using an ArcGIS online database "National Planning Applications" which is published by the Department of Housing, Local Government and Heritage. This database is updated weekly. This long list was divided out into the four Local Authorities of Dublin:

- Dublin City Council (DCC);
- South Dublin County Council (SDCC);
- Fingal County Council (FCC); and
- Dún Laoghaire-Rathdown County Council (DLRCC).

The long list was initially narrowed down to planning applications within a 10-year timeframe of the proposed commencement of the Construction Phase of the proposed Project and was further scrutinised to identify which of the other developments were within the 'Zone of Influence' (ZoI) of the proposed Project. The ZoI for the purposes of identifying the initial list of other developments for the cumulative impacts assessment was a radius of 1km of the Project Boundary, which is the greatest study area extent identified in the specialist impact assessment chapters of this EIAR.

In the cumulative impact assessment that was provided in the Railway Order, developments that were live planning applications which were identified as having been refused, or where the planning authority is seeking further information, or which are under appeal, were not included in the assessment. For the purposes of this addendum and having regard to the EPA EIAR Guidelines (2022) this search has been expanded to live planning applications which are yet to receive a decision or are currently under appeal. This search included live planning applications within the 10-year timeframe.

30.2.1.2 Major Developments

A long list of other major developments, including Strategic Infrastructure Developments (SIDs), Strategic Housing Developments (SHDs) and Large Residential Developments (LRDs) and major projects that are in pre-planning phases within a 15km radius of the Project Boundary was developed using the ABP website and the Transport Strategy for the GDA 2022- 2042 (NTA 2022). This greater extent was applied for larger scale major developments, as cumulative impacts may occur over a wider area for larger scale developments and 15km was judged to be proportionate distance to capture potentially significant cumulative impacts. It was considered that the scale and nature of most projects that seek planning permission through local authorities (rather than through ABP) are unlikely to give rise to impacts that would be noticeable above the baseline trends of Dublin's urban environment beyond a distance of 1km and this larger 15km radius was reserved to search for major developments for reasons of proportionality.

30.2.1.3 Assignment of Tiers

A 'tier' (1 or 2) was assigned to each of the other developments to indicate the level of certainty associated with its implementation. While the tiers provide an indication of the level of information available on which to base an assessment, the status of planning applications changes through time. The addendum Appendix A30.1 provides an indication of the tier of each development at the time of assessment, but some would have subsequently changed and further information on those developments may now be available, which wasn't available at the time of assessment.

30.2.2 Stage 2 – Shortlisting

Inclusion or exclusion threshold criteria were applied to the list of other developments from Stage 1 to determine whether they had any potential to give rise to cumulative impacts with respect to the following:

- Temporal Scope – Is there any overlap and potential for interaction due to the timing of construction, operation and decommissioning phases of the 'other development'; and
- Scale and Nature – Due to the scale and nature of the developments, are they likely to interact with the proposed Project to result in a cumulative impact?

Statutory definitions and EIA screening thresholds were considered in determining issues of scale (UK Planning Inspectorate 2019). Professional judgement was used in applying these threshold criteria. The identification and shortlisting process is documented in the addendum Appendix A30.1 (Cumulative Impact Assessment Table Stage 1 & 2) of the EIAR. The reasons for excluding any development from further consideration are recorded. Where other developments with the potential to give rise to cumulative impacts were identified, these were taken forward to Stage 3.

30.2.3 Stage 3 – Information Gathering

For the shortlisted developments, sufficiently detailed information was compiled to inform the Stage 4 assessment. This included information such as:

- Proposed design and location;
- Proposed programme of construction, operation and decommissioning; and
- Environmental assessments that set out baseline data and effects arising from the other development.

The relevant information was sourced from the websites of relevant local planning authorities and through general internet searches and project team knowledge.

30.2.4 Stage 4 - Assessment

The cumulative impacts of the proposed Project with each of the other developments were assessed to a level of detail commensurate with the information that was available at the time of assessment. Where information regarding proposed other developments was limited, these gaps were acknowledged within the assessment and the associated uncertainty in these cases is documented.

There are no prescriptive techniques used in the evaluation of the significance of cumulative impacts. Professional judgement and consideration of standards, guidelines and environmental carrying capacities have been applied to determine whether in-combination impacts give rise to additional levels of significance. The EC and EPA guidelines referenced above were considered. The significance criteria used to assess likely cumulative impacts

considered the capacity of environmental resources and receptors to accommodate changes that are likely to occur. These include:

- The duration of impact (i.e. would it be temporary or permanent);
- The extent of impact (e.g. its geographical area);
- The type of impact (e.g. whether additive (i.e. the loss of two pieces of woodland of 1 hectare (ha), resulting in 2ha cumulative woodland loss)) or synergistic (i.e. two discharges combine to have an effect on a species not affected by discharges in isolation);
- The frequency of the impact;
- The 'value' and resilience of the receptor affected; and
- The likely success of mitigation.

The full results and detail of the assessments are documented in the addendum Appendix A30.2 (Cumulative Impact Assessment Table Stage 3 & 4). Section 30.4 of this report outlines any residual cumulative impacts following proposed mitigation.

30.2.5 Climate Cumulative Assessment Methodology

In relation to Climate cumulative impacts, the Transport Infrastructure Ireland (TII) Guidance document PE-ENV-01104 - Climate Guidance for National Roads, Light Rail, and Rural Cycleways (Offline & Greenways) was applied. The guidelines states that *"the cumulative impact assessment in EIAR requires that the impact from a project is assessed cumulatively with other projects being brought forward in a defined geographical and temporal boundary. However, as the identified receptor for GHG Assessment is the global climate and impacts on the receptor from a project are not geographically constrained, the normal approach for cumulative assessment in EIA is not considered applicable."*

The guidelines further state that: "*As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target.*"

Consistent with this, the GHG impacts of MetroLink in Appendix 1 of the Climate Witness Statement, which updated the Chapter 17 EIAR assessment, are considered in the context of the applicable sectoral carbon budgets and its alignment to Ireland's trajectory of net zero. This assessment demonstrates that the proposed Metrolink project aligns with the sectoral carbon budget in respect of transport and Ireland's 2050 net zero target.

30.3 Residual Impacts

With the implementation of the proposed Project mitigation measures, as outlined in the accompanying appendix and summarised in Chapter 31 (Summaries of Route Wide Mitigation & Monitoring Proposed) of the EIAR, the majority of the identified potential negative cumulative impacts will be avoided or reduced to a level that does not constitute a significant residual impact (i.e. Not Significant, Slight or Imperceptible). In addition, there are also a number of Positive residual impacts which will occur as a result of the operation of the proposed Project in combination with the operation of other transport-related developments. These significant positive and negative residual impacts are outlined in Table 30.1.

Table 30.1: Residual Cumulative Impacts

Other Development	Environmental Aspect/Potential Residual Impact
Alana Homes – Residential Development	Biodiversity – Significant at the local geographic scale and permanent habitat loss during construction.
Beakonshaw Mabes Limited – Residential Development	Biodiversity – Significant at the local geographic scale and permanent habitat loss during construction.
Bindford Limited – Large Scale Residential Development	Traffic & Transport – Moderate, Negative impact during operation due to pedestrian congestion at Glasnevin Airborne Noise & Vibration – Moderate, negative cumulative noise impacts if construction phases were to overlap. Landscape & Visual – Slight to moderate cumulative visual impacts if construction phases were to overlap.
Clondev Properties Ltd – Residential Development	Biodiversity – Significant at the local geographic scale and permanent habitat loss during construction.
Devonmill Ltd – Extension of existing hotel	Airborne Noise & Vibration – Moderate cumulative noise impacts if construction phases were to overlap.
Dublin Central GP Limited – Mixed Use Development (Site 2)	Airborne Noise & Vibration – Slight to Moderate cumulative noise impacts if construction phases were to overlap. Landscape & Visual – Significant, negative cumulative visual impacts if construction phases were to overlap. Significant positive cumulative impacts during operational phase.
Dublin Central GP Limited – Mixed Use Development	Airborne Noise & Vibration – Slight to Moderate cumulative noise impacts if construction phases were to overlap.
Dublin Central GP Limited – Mixed Use Development	Airborne Noise & Vibration – Slight to Moderate cumulative noise impacts if construction phases were to overlap.
Dublin Central GP Limited – Mixed Use Development	Airborne Noise & Vibration – Slight to Moderate cumulative noise impacts if construction phases were to overlap.
Dublin City Council – Residential Development at Whitehall	Airborne Noise & Vibration – Slight to Moderate cumulative noise impacts if construction phases were to overlap.

Other Development	Environmental Aspect/Potential Residual Impact
Dublin City Council – Residential Development at Ballymun	Airborne Noise & Vibration – Slight to Moderate cumulative noise impacts if construction phases were to overlap.
Eirgrid - Construction of Gas Insulated Switchgear Switchboard building	Biodiversity – Significant at the local geographic scale and permanent habitat loss during construction.
ESBN – 38 kV Substation	Population & Land-Use – Moderate, positive impact during operational phase as the proposed Project and the development will provide strategic infrastructure which will benefit the existing population.
HPREF Dublin Office DevCo 1 Limited – Construction of 3. no warehouses (Sites C&E)	Biodiversity – Significant at the local geographic scale and permanent habitat loss during construction.
HPREF Dublin Office DevCo 1 Limited – Construction of a warehouse (Site F1)	Biodiversity – Significant at the local geographic scale and permanent habitat loss during construction.
Iarnród Éireann – DART+ South West	Traffic & Transport – Significant, positive impacts during operational phase as a result of model shifts as a result of both projects. Population & Land-Use – Moderate, positive impact during operational phase as both developments will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits.
Iarnród Éireann – DART+ West	Traffic & Transport – Significant, positive impacts during operational phase as a result of model shifts as a result of both projects. Population & Land-Use – Moderate, positive impact during operational phase as both developments will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. Airborne Noise & Vibration – Slight to Moderate cumulative noise impacts if construction phases were to overlap. Biodiversity – Significant at the local geographic scale and permanent habitat loss during construction.

Other Development	Environmental Aspect/Potential Residual Impact
J Murphy Developments Limited – Large Scale Residential Development	Airborne Noise & Vibration – Slight to Moderate cumulative noise impacts if construction phases were to overlap. Landscape & Visual – Moderate, negative impacts should construction phases overlap. Moderate, positive cumulative impacts during operational phase.
Kategale Ltd. – Residential Development	Biodiversity – Significant at the local geographic scale and permanent habitat loss during construction.
Minister for Agriculture, Food and the Marine – Dredging of Howth Harbour	Biodiversity – Local significant impact on Breeding Seabirds (Non SCI).
Molesworth Hospitality Limited – Demolition and Construction of an extension	Population & Land-Use – Moderate, positive impact during operational phase as both developments will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits.
NTA – Ballymun/Finglas to City Centre	Traffic & Transport – Significant, positive impacts during operational phase as a result of model shifts as a result of both projects. Population & Land-Use – Moderate, positive impact during operational phase as both developments will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. Airborne Noise & Vibration – Slight to Moderate cumulative noise impacts if construction phases were to overlap. Landscape & Visual – Slight to moderate, positive cumulative impacts during operational phase.
NTA – Belfield/Blackrock to City Centre	Population & Land-Use – Moderate, positive impact during operational phase as both developments will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. Biodiversity – Significant at the local geographic scale and permanent habitat loss during construction.
NTA – Blanchardstown to City Centre	Population & Land-Use – Moderate, positive impact during operational phase as both developments will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits.

Other Development	Environmental Aspect/Potential Residual Impact
NTA – Bray to City Centre	Population & Land-Use – Moderate, positive impact during operational phase as both developments will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits.
NTA – Clongriffin to City Centre	Population & Land-Use – Moderate, positive impact during operational phase as both developments will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits.
NTA – Kimmage to City Centre	Population & Land-Use – Moderate, positive impact during operational phase as both developments will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits.
NTA – Liffey Valley to City Centre	Population & Land-Use – Moderate, positive impact during operational phase as both developments will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits.
NTA – Lucan to City Centre	Population & Land-Use – Moderate, positive impact during operational phase as both developments will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits.
NTA – Ringsend to City Centre	Population & Land-Use – Moderate, positive impact during operational phase as both developments will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. Biodiversity – Significant at the local geographic scale and permanent habitat loss during construction.
NTA – Swords to City Centre	Traffic & Transport – Significant, positive impacts during operational phase as a result of model shifts as a result of both projects. Population & Land-Use – Moderate, positive impact during operational phase as both developments will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. Landscape & Visual – Slight to moderate, positive cumulative impacts during operational phase.

Other Development	Environmental Aspect/Potential Residual Impact
NTA – Tallaght/Clondalkin to City Centre	Population & Land-Use – Moderate, positive impact during operational phase as both developments will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. Biodiversity – Significant at the local geographic scale and permanent habitat loss during construction.
NTA – Templeogue/Rathfarnham to City Centre	Population & Land-Use – Moderate, positive impact during operational phase as both developments will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. Biodiversity – Significant at the local geographic scale and permanent habitat loss during construction.

For Materials & Waste Management, the cumulative impacts assessment deemed there to be a significant, negative residual impact with all identified developments. This is due to the identification of reduced landfill capacity should the other developments overlap during the construction phase of the proposed Project.

30.4 Interaction with Other Developments

There are a number of other developments which overlap with the proposed Project. These include:

- DART+ West
- BusConnects Ballymun/Finglas to City Centre
- BusConnects Swords to City Centre
- Dublin Central – Site 2

These developments have been assessed for any potential cumulative impact assessments should the Construction Phases overlap. Due to the nature of overlap, some of the proposed works may not be compatible to occur at the same time as the proposed Project. For clarity, these developments have been assessed based on the compatible works that can occur should the Construction Phases overlap.

30.5 Difficulties Encountered in Compiling this Updated Assessment

The cumulative impacts of the proposed Project with each of the 'other developments' were assessed to a level of detail commensurate with the information that was available at the time of assessment. Where information regarding proposed other developments was limited, these gaps were acknowledged within the assessment and the associated uncertainty in these cases is documented.

The Dublin Airport Infrastructure planning application (F23A/0781) was assessed for potential cumulative impacts with the proposed Project. It is noted that, at time of writing, this planning application was subject to 85 requests for Further Information from Fingal County Council. A number of these requests were in relation to compatibility

with the proposed Project. For the purpose of clarity, this development has been assessed prior to any changes that may arise as a result of these Further Information requests.

Application Reference	Planning Body	Applicant for 'Other Development' and Brief Desctiption	Status	Tier	Within Zone of Influence ?	Progress to Stage 2?	Overlap in Temporal Scope?	Scale and Nature of Development Likely to Have a Significant Impact?	Progress to Stage 3/4?
313322	An Bord Pleanala	1 Carrickmines Land Limited 443 no. residential units (41 no. houses, 402 no. apartments), creche and all associated site works. Priorsland, within the townlands of Carrickmines Great and Brennanstown, Dublin 18	Case is due to be decided by 02/08/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
3781/23	Dublin City Council	A Star Backpackers Limited Demolition of all existing structures on site; Construction of a 7-storey (over basement) contemporary tourist hostel 6-12 (inclusive) Sackville Place and 107a Marlborough Street, Dublin 1	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	No - Superceded by new planning application.	**No**
315425	An Bord Pleanala	AAI Baneshane Limited 99 Build to Rent apartments. NIS lodged with application. Land at Canterbury Gate, Old Navan Road, Mulhuddart, Dublin 15	Case is due to be decided by 05/05/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
315450	An Bord Pleanala	AAI Baneshane Limited Construction of 91 apartments (phase 2) and associated site works. NIS accompanied application. Phase 1 (99 units) was submitted under separate application under Reg. Ref. FW22A/0228. Canterbury Gate, Old Navan Road, Mulhuddart, Dublin 15	Case is due to be decided by 05/05/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
4009/22	Dublin City Council	Abbey Street Devco Limited Mixed-use development including an 11-storey over shared basement hotel building fronting Abbey Street and a 10-storey over shared basement aparthotel block ; 2no. retail units; 2 No. ESB substations at ground floor level. Site of c. 0.35 ha on lands at Nos. 31-34 Abbey Street Upper, 42-51 Great Strand Street and bounded by Byrnes Lane, Dublin 1	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
318464	An Bord Pleanala	Aengus and Fiona Cullen Retain a single storey family farm house located on the applicant's farm holding and all associated site development works. Permission to reclad the existing dwelling with white plastered blockwork and provision of slate roof to same. Ballymana Lane, Kiltipper, Dublin 24.	Case is due to be decided by 27/03/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the small scale nature of development and location there is no potential for cumulative impacts should the projects overlap.	**No**
317561	An Bord Pleanala	AF Construction Limited Construction of residential development comprising of 37 apartments within 3 storey apartment building over basement. Nutgrove Avenue, Dublin 14	Case is due to be decided by 13/11/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the small scale nature of development and location there is no potential for cumulative impacts should the projects overlap.	**No**

Application Reference	Planning Body	Applicant for 'Other Development' and Brief Desctiption	Status	Tier	Within Zone of Influence ?	Progress to Stage 2?	Overlap in Temporal Scope?	Scale and Nature of Development Likely to Have a Significant Impact?	Progress to Stage 3/4?
315379	An Bord Pleanala	Ahmer Khan Internal demolition and refurbishment of hotel from ground floor to fourth floor level. Extension by 2 stories with a height of 29.2m and a green roof of 239.4sqm is provided at roof top level. Amendments to front elevation, removal of balcony railings and signage and construction of an ESB switch room. Internally the development will include front of house, bike store and bin storage area, and associated back of house facilities including linen store. The development includes all associated site development and site excavation works above and below ground. Dublin Central Inn, 95-98, Talbot Street, Dublin 1, D01 HR68	Case is due to be decided by 02/05/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the small scale nature of development there is no potential for cumulative impacts should the projects overlap.	**No**
317273	An Bord Pleanala	Alan and Monica Holmes Construction of 2 commercial units and 8 apartments. Paintworld, 1-2 Ballymount Road Lower, Dublin 12	Case is due to be decided by 09/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the small scale nature of development and location there is no potential for cumulative impacts should the projects overlap.	**No**
317465	An Bord Pleanala	Alan Kirwan & Sharon Daly Demolition of no. 11 Booterstown Avenue, outbuildings and associated walls and 2 storey rear return and out buildings of no. 13C Booterstown Avenue. Refurbishment of the existing buildings at nos. 13A, 13B and 13C Booterstown Avenue including removal of shop fronts, installation of new windows, etc. and construction of a 2 storey rear return extension to no. 13C. Change of use of nos. 13A, 13B & 13C Booterstown Avenue from 3 shop units with living accomodation over to 1 no. one bedroom apartment (69.3 sq.m.) and 1 no. two bedroom apartment (84.1 sq.m.), accessed from the original Gibbs doorway at Booterstown Avenue and from Grotto Avenue. Construction of 1 no. partly two storey and partly single storey three bedroom mews house to the rear of the site (129.3 sq.m.) with pedestrian access from Booterstown Avenue and Grotto Avenue. Ancillary site works, drainage, cycle parking and landscaping as necessary to facilitate the development. 11, 13A, 13B and 13C Booterstown Avenue, Booterstown, Co. Dublin	Case is due to be decided by 01/11/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the small scale nature of development and location there is no potential for cumulative impacts should the projects overlap.	**No**
314125	An Bord Pleanala	Alanna Homes 10 year planning permission for the demolition of the existing buildings, construction of 1,243 no. residential units (804 no. apartments, 439 no. houses), creche and associated site works. Barberstown, Barnhill and Passifyoucan, Clonsilla, Dublin 15.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the large scale nature of development and location, this has potential for impacts should projects overlap	**Yes**
5369/22	Dublin City Council	Aldi Stores (Ireland) Limited Construction of a 3.1m high open plant enclosure, a covered loading area and associated site works all within the existing permitted service yard as constructed under planning reference number ABP-312144-21 on site. Block A, Hamilton Gardens, Carnlough Road, Cabra, Dublin 9	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**

Application Reference	Planning Body	Applicant for 'Other Development' and Brief Desctiption	Status	Tier	Within Zone of Influence ?	Progress to Stage 2?	Overlap in Temporal Scope?	Scale and Nature of Development Likely to Have a Significant Impact?	Progress to Stage 3/4?
313917	An Bord Pleanala	Aldi Stores (Ireland) Limited The proposed development involves: (1) the demolition of the existing Aldi store; (2) construction of a 2 storey commercial block fronting St. Margaret's Road, incorporating a foodstore, with ancillary off-licence sales area at first floor level over under croft car parking, including an external service area; (3) associated signage; (4) reconfiguration of the existing car parking; (5) 20 no. cycle spaces; (6) revised southern vehicular access off St. Margaret's Road; (7) All landscape, boundary treatment and site development works. 1.03 hectare site at the existing Aldi Store site, St. Margaret's Road, Finglas, Dublin 11	Case is due to be decided by 01/11/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
3579/23	Dublin City Council	ALG Homes Limited PROTECTED STRUCTURE: PERMISSION: Consisting of demolition of existing 2 storey garage structure with construction of 4 storey residential block. Rear of 31 Dominick Street Upper, fronting Stable Lane, Dublin 7	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
4601/23	Dublin City Council	ALG Homes Ltd (Director Brendan Mohan) PROTECTED STRUCTURE: permission is sought to demolish existing two storey derelict house with garage and to build new three storey house with garage. Rear of 31 Dominick Street Upper, Fronting Stable Lane, Dublin 7	CLARIFICATION OF ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the small scale nature of development and location there is no potential for cumulative impacts should the projects overlap.	**No**
4774/23	blin City Cou	Allibell Ltd PERMISSION: For a new roof terrace at second floor level (approx.54 sqm), to be partially covered with retractable roofing system (approx.40 with sqm); additional services at rear (approx. 30 sqm) comprising toilets, staff facilities and ancillary storage; also with stairs link to existing restaurant on first floor level; including associated elevational changes. The Old Mill Restaurant , 14 Temple Bar Dublin 2 D02V970	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the small scale nature of development and location there is no potential for cumulative impacts should the projects overlap.	**No**
312855	An Bord Pleanala	Andemar Ventures Limited Construction of 87 residential dwellings and 3 ground floor retail units. Lands located west of Malahide Road and north of Baskin Lane, Malahide Road, Kinsealy (also Kinsaley), Dublin 17	Case is due to be decided by 28/06/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the large scale nature of development and location, this has potential for impacts should projects overlap	**Yes**
318594	An Bord Pleanala	Anne McCrudden Demolition of glasshouse, construction of 4 houses, new access points and site development works. South Shore Road, Rogerstown, Rush, Co. Dublin.	Case is due to be decided by 12/04/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**

Application Reference	Planning Body	Applicant for 'Other Development' and Brief Desctiption	Status	Tier	Within Zone of Influence ?	Progress to Stage 2?	Overlap in Temporal Scope?	Scale and Nature of Development Likely to Have a Significant Impact?	Progress to Stage 3/4?
F24A/0007	Fingal County Council	APO Valet Parking Dublin Limited For permission for development on this site located on lands at Kettle Lane, Glebe, Cloghran, Co. Dublin. The proposed development will consist of the construction of: a multi-storey car park of 362 no. spaces and ancillary single storey staff facilities block; 3 storey block of industrial units. Lands at Kettles Lane, Glebe, Cloghran, Co. Dublin	This application was received by Fingal County Council on 09 Jan 2024 and registered on 09 Jan 2024.	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the large scale nature of development and location, this has potential for impacts should projects overlap	**yes**
318496	An Bord Pleanala	Apolloseven Investments Limited Construction of 70 dwellings, vehicular access off the Dublin Road and site association works. South of Baltrasna Manor, west of the Dublin Road (R135), Ashbourne, Co. Meath.	Case is due to be decided by 03/04/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the location there is no potential for cumulative impacts should the projects overlap.	**No**
314550	An Bord Pleanala	Arnub Ltd & Aspect Homes (ADC) LTD Demolition of existing structures on site, construction of 702 no. residential units (420 no. houses, 38 no. duplexes, 244 no. apartments), creche and associated site works. In the Townlands of Baltrasna and Milltown, Ashbourne, Co. Meath.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the large scale nature of development and location, this has potential for impacts should projects overlap	**Yes**
3938/21 312829	Dublin City Council	Atria Living Ltd Demolition of warehouse and construction of 3 Storey live-work unit with office space at ground and first floor level and a studio apartment at the second-floor level. Including all associated site works. Site at the corner of Macken Street and Pearse Street, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
318910	An Bord Pleanala	Auro Naes Limited T/a RoeSavin Construction Limited The demolition of an existing house and garage for the construction of 16 residential units with communal open area and car parking along with all other associated site works. Shanganagh Cottage, Dublin Road, Shankill, Dublin 18	Case is due to be decided by 27/05/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
318559	An Bord Pleanala	Aviva Life and Pensions Ireland DAC Demolition of the existing one and two no. storey buildings at 13 and 13A Merrion Row & 12A and 12B Merrion Court. The construction of a part 4 and 5 no. storey mixed-used development, refurbishment, restoration and part change of use of existing buildings at 12C, 12D & 5 Merrion Court and all plant and all associated site development works. Site (c. 0.067 ha) at 13 & 13A Merrion Row and 12A, 12B, 12C, 12D and 5 Merrion Court, Dublin 2.	Case is due to be decided by 09/04/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the nature of development and location, this has potential for impacts should projects overlap	**Yes**
318500	An Bord Pleanala	AZRA Property Company Limited 10 year permission for 716 dwellings (large scale residential development) and alterations to two roundabouts. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the proposed development and accompany this application. Castlefarm, Ruskin, Clonee, Dunboyne, Co. Meath	Case is due to be decided by 20/03/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**

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310027	An Bord Pleanala	B.O.M Loreto Grange Rd National School Protected Structure: Demolition of buildings and portacabins; construction of 21 classroom school building. Alterations and change of use of Theresa Ball House to educational use. Construction of prefabricated accommodation. Loreto Primary School, Grange Road, Rathfarnham, Dublin 14	Proposed Decision Date not available at this time	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
313133	An Bord Pleanala	Balscadden GP3 Limited. Demolition of existing structures on site, construction of a residential development set out in four no. residential blocks, ranging in height from 2 to 5 storeys and associated site works. Site at Balscadden Road and Former Bailey Court Hotel, Main St, Howth, Co. Dublin.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
313144	An Bord Pleanala	Balscadden GP3 Limited. Demolition of existing structures on site, construction of a residential development set out in four no. residential blocks, ranging in height from 2 to 5 storeys and associated site works. Site at Balscadden Road and Former Bailey Court Hotel, Main St, Howth, Co. Dublin.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
F22A/0305	Fingal County Council	Bartra Prop Co No. 4 Ltd. Amendments to the existing nursing home. The parent permission granted a total of 110 no bedrooms and 118 no. bedspaces under Reg Ref. F14A/0145. Retention Permission is now sought for a reduction of 2 no. single bedrooms and an increase in 1 no. double bedroom for a total of 100 no. single bedrooms and 9 no. double bedrooms. Northwood Nursing Home, Old Ballymun Road, Dublin 9, D09 H32H.	GRANT PERMISSION & GRANT RETENTION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
313376 313348 313350	An Bord Pleanala	Bartra Property (Broombridge) Limited Demoliton of the existing derelict warehouse structure and ancillary outbuildings and the construction of a mixed use development on a Vacant Site (Vacant Site Register Ref. VS-0457). A Natura Impact Statement has been prepared in respect of the proposed development. Tolka Industrial Park, Ballyboggan Road, Dublin 11, D11 HF57	Case is due to be decided by 17/08/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the nature of development and location, this has potential for impacts should projects overlap	**Yes**
316217	An Bord Pleanala	Bartra Property (Clonross) Ltd Construction of 29 no. dwelling units. Clonross, Navan Road, Blanchardstown, Dublin 15	Case is due to be decided by 09/08/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**

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317394	An Bord Pleanala	Bartra Property Cookstown Limited Demolition of 1-3 storey industrial/commercial structures and cafe, construction of a 1-5 storey Transitional Care Facility providing 131 bedspaces over partial basement with central courtyard, partial provision pocket park, new vehicular access from First Avenue and egress onto Cookstown Road, bicycle storage, car parking, set-down parking spaces, 1 ambulance set-down space, delivery/loading area, vehicular and pedestrian access including internal road and footpaths and all associated site development works. Unit 21, First Avenue, Cookstown Industrial Estate, Dublin 24	Case is due to be decided by 23/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
318458	An Bord Pleanala	Bartra Property Cookstown Limited Demolition of existing 1-3 storey industrial/commercial structures and small cafe. Construction of 123 residential units arranged in 2 no. blocks, commercial floor space located at ground floor level and all associated site development works. Unit 21, First Avenue, Cookstown Industrial Estate, Dublin 24.	Case is due to be decided by 13/03/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
315112	An Bord Pleanala	Bartra Property Limited Demolition of dwelling and ancillary garage; (ii) construction of five storey (four storey with fifth floor setback) over basement build-to-rent later living facility comprising 39 apartments and all associated site works. 45 Woodlands Park, Blackrock, Co. Dublin (A94 F248)	Case is due to be decided by 30/03/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
4671/22	Dublin City Council	Bashview Limited Amendments to permitted development including reconfiguration of basement, ESB Substation, change in layout of ground floor, change of use from office to cafe area, reconfiguration of internal core area. c.0.0948 ha site at 14-15 Trinity Street and 1-4A Dame Lane and fronting onto Saint Andrew's Lane, Dublin 2.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
4929/22	Dublin City Council	Basil Good & Niall O'Brian Demolition of existing derelict sheds and construction of a 3 no. storey flat-roofed apartment block comprising 4 no. apartments. 7, Hewardine Terrace, Dublin 1.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
3021/23	Dublin City Council	BCP Fund Management DAC Amendments to development: Increase in gross total floor area to c. 5,325.6 sq.m from c. 4,459 sq.m from ground to fifth floor levels; reconfiguration of basement and roof levels, extension of ground floor to fourth floor levels. Site at New Street, off New Street South, Dublin 8	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**

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318393	An Bord Pleanala	Beakonshaw Mabes Limited Construction of 52 houses and all associated site works. A Natura Impact Statement (NIS) was submitted with this application. Lands at Mabestown, Malahide Road (R107), Malahide, Co. Dublin	Case is due to be decided by 20/03/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
318731	An Bord Pleanala	Belgrove Homes Limited The construction of a 3 storey apartment block comprising 23 apartments in total. Barnhill Place, Barnhill Road, Dalkey, Co. Dublin	Case is due to be decided by 18/04/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
317941	An Bord Pleanala	Bellvue Properties Limited Demolition of structures, construction of 6 dwellings with all associated site works. The Rath, Sandyhill, Rolestown, Co. Dublin	Case is due to be decided by 16/01/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
F24A/0010	Fingal County Council	Ben & Rachel Moriarty Full planning permission for the existing side garage to be converted to residential use, with a new roof structure to the side and front of the dwelling, and a new single-storey rear extension with associated alterations to the internal layout and elevations. 19 Rathbeale Crescent, Swords, Co. Dublin, K67 FY79	This application was valid on 11 Jan 2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
LRD6025/23-S3 317840	Dublin City Council	Bindford Limited LRD: Development providing 196 apartments (118 Build to Sell and 78 Build to Rent), a community, cultural and arts space, and all associated site development works. Planning permission is sought for a period of 7 years. Old Bakery Site also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough, Dublin 7	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
313361	An Bord Pleanala	Birchwell Developments Limited Demolition of buildings, construction of 415 no. residential units (252 no houses, 163 no. apartments) creche and associated site works. Lands at Back Road and Kinsealy Lane, Kinsaley, Broomfield, Malahide, Co. Dublin	Case is due to be decided by 08/08/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the large scale nature of development and location, this has potential for impacts should projects overlap	**Yes**
312352	An Bord Pleanala	Birkey Limited Demolition of existing buildings, construction of 183 no. Build to Rent apartments, and associated site works. No. 146A and 148-148A Richmond Road, Dublin 3.	Case is due to be decided by 22/04/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the large scale nature of development and location, this has potential for impacts should projects overlap	**Yes**

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314985	An Bord Pleanala	Blanche Retail Nominee Limited Construction of mixed use development including 352 apartments. Site B (Library Car Park) and Site C (Blue Car Park), At Road C, and Road D, Blanchardstown Town Centre, Coolmine, Dublin 15	Case is due to be decided by 15/03/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the large scale nature of development, this has potential for impacts should projects overlap	**Yes**
LRD0001/S3	Fingal County Council	Blanche Retail Nominees Limited Large-scale Residential Development comprises the construction of a mixed use development, consisting of 971 no. apartments in 7 no. buildings and provision of a Mobility Hub. The development includes 7 no. commercial units, 1 no. Community Facility and 1 no. Place of Worship, 1 no. Childcare Facility, and ancillary resident amenity floorspace to serve the residential units. Lands at Site A (White Car Park), Blanchardstown Town Centre, Coolmine, Dublin 15.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the large scale nature of development and location, this has potential for impacts should projects overlap	**Yes**
313777	An Bord Pleanala	Bluemont Developments (Firhouse) Limited Demolition of existing buildings on site, construction of 100 no. apartments, creche and associated site works. Lands at No.2 Firhouse Road, And the former 'Mortons, The Firhouse Inn', Firhouse Road, Dublin 24	Case is due to be decided by 29/09/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
305077	An Bord Pleanala	Board of Management of St. Patrick's National School Permission for temporary prefabricated accommodation consisting of 2 classrooms. Saint Patrick's Girls National School, Hollypark, Foxrock Avenue, Foxrock, Dublin 18.	Grant permission with revised conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
4957/22	Dublin City Council	Brendan O'Brien Demolition of existing buildings; construction of a terrace of five new houses, with each new house consisting of three bedrooms, over three storeys, with a dormer window in the front roof and a private rear garden 90, Shanliss Way, Dublin 9	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
5265/22	Dublin City Council	Brian Woods Demolition of existing commercial buildings on site; Construction of a residential development of 3 no. terraced houses comprising 1 no. 2-bedroom, 2 storey dwelling and 2 no. 3-bedroom, 2-3 storey dwellings. 36 & 37, Avenue Road, Portobello, Dublin 8	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
318660	An Bord Pleanala	Brian, Catriona and Jane McCullough Extension and renovation to existing dwelling. Replacement of septic tank and associated site works. A Natura Impact Statement (NIS) has been prepared and accompanies this application. Shell Cottage, Beach Lane, Portrane, Co. Dublin, K36 PC89	Case is due to be decided by 23/04/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**

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3380/23	Dublin City Council	Brondsway Ltd Permission for an ESB substation, an expanded switch room and a relocated fire escape door, for a total of 27 sq.m. all at the ground floor vehicle entrance area. Camden Court Hotel, Camden Street Upper , Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
315602	An Bord Pleanala	Brookclam Land Limited A mixed-use development that will consist of the demolition of the Swords Day Centre for Senior Citizens and the development of a mixed-use scheme of 121 apartments, 4 retail units, a Senior Citizens Centre, a commercial car park and all associated site works. Site at the junction of Forster Way and Chapel Lane, including the Swords Day Centre for Senior Citizens (K67 PN72), Swords, Co. Dublin	Case is due to be decided by 24/05/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the large scale nature of development and location, this has potential for impacts should projects overlap	**Yes**
3223/23	Dublin City Council	Byrne Casey Associates The development will consist of modifications to planning permission granted under Ref. 2028/21 (ABP - 309843-21) to provide a substation/meter room with minor associated internal and external alterations to plan and elevations, including alterations to cycle parking in service yard. 10 Wynnefield Road, Rathmines, Dublin 6.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
317442	An Bord Pleanala	Cabhru Housing Association Construction of 37 apartments and all associated site works. Demolition of warehouse building on site and removal of brick boundary wall fronting Richmond Lodge and steel fencing fronting Convent Avenue. Convent Avenue, Dublin 3, D03 FA02 known as Pete's Antiques. The site is adjacent to Richmond, Lodge to the south and the grounds of St. Vincent's Hospital to the north.	Case is due to be decided by 31/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
LRD6003/22-S3 315488	Dublin City Council	Cairn Homes Montrose Ltd Demolition of buildings, construction of 688 no. apartments (272 no. Build to Sell units and 416 no. Build to Rent units), Hotel and associated site works. c.4.155 ha site which previously formed part of the overall RTÉ Campus at Montrose, Donnybrook, Dublin 4	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
313266	An Bord Pleanala	Cairn Homes Properties Limited 377 no. Build to Rent apartments, creche and associated site works. Former Blakes and Esmonde Motors Site, Lower Kilmacud Road, Stillorgan Road (N11) and The Hill, Stillorgan, Co. Dublin	Case is due to be decided by 28/07/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**

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313337	An Bord Pleanala	Cairn Homes Properties Limited 7 year permission for the construction of 621 no. residential units (118 no. houses, 503 no. apartments), creche and associated site works. Estuary West Lands at Holybanks, Swords, Co. Dublin	Case is due to be decided by 03/08/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
313252	An Bord Pleanala	Cairn Homes Properties Limited Demolition of the non-original fabric of Chesterfield House and sheds, construction of 366 no. residential units (8 no. houses, 358 no. apartments), creche and all associated site works. Chesterfield, Cross Avenue, Blackrock, Co. Dublin	Case is due to be decided by 27/07/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
313281	An Bord Pleanala	Cairn Homes Properties Limited Demolition of 'Winterbrook', and the former dwelling attached to Barrington Tower (a protected structure), construction of 534 no. Build to Rent apartments, creche and associated site works. "Barrington Tower", Brennanstown Road, Dublin 18	Case is due to be decided by 02/08/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
314386	An Bord Pleanala	Camgill Property A Tri Limited 156 no. apartments in two blocks, creche and associated site works. Site 10, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 17	Case is due to be decided by 07/12/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
317989	An Bord Pleanala	Cape Wrath Hotel Unlimited Company The development will consist of a cemetery including: 8,047 no. traditional burial plots; columbarium walls; 1 single storey reception building and all other associated site development works. Citywest Hotel and Convention Centre, Saggart, Co. Dublin.	Case is due to be decided by 23/01/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the nature and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
317332	An Bord Pleanala	Care Concern Group 96-bedroom residential care facility, with associated ancillary/common facilities. 51 (CLARA HOUSE) AND 52 (MONTROSE) BRAY ROAD (N11), FOXROCK, DUBLIN 18	Case is due to be decided by 16/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**

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4936/22	Dublin City Council	Carn Lodge UC A 7 year planning permission for development and demolition of existing office block at ground level and above (6 no. storeys), partial demolition of basement slab and construction of new pad foundations, and construction of a new 9 no. storey office block. Includes double substation. Block 9 Harcourt Centre (Europa House), Harcourt Street and Charlotte Way, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
4962/22	Dublin City Council	Carra Shore (Telephone House) Limited The refurbishment/extenstion and change of use of the existing Telephone House, a vacant 8 storey building with 9th storey setback and plant at roof level above basement, from office to use as an aparthotel. Telephone House, Nos 43-46, Marlborough Street, Dublin 1.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
315351	An Bord Pleanala	Carrickreagh Developments Limited Construction of 24 no. residential units consisting of 8 no. 2 bed apartments in single 4 storey block, 7 No. 3 bed houses and 9 No. 4 bed houses in a terrace of 3 storey houses; and all associated works and infrastructure to facilitate the development. 0.7523 ha. Rear of 2/3 Durham Place Protected Structures, St. Josephs, Tivoli Rd Monkstown Dún Laoghaire Co. Dublin, Convent & Chapel. St Joseph, National School & Lodge Park	Case is due to be decided by 28/04/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
316419	An Bord Pleanala	Castleshore Investments Ltd. Demolition of a residential unit and associated structures, and the development of a, residential development, consisting of 25 apartments. Glenmalure, Castleknock Road, Castleknock, Dublin 15	Case is due to be decided by 28/08/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
314253	An Bord Pleanala	Castlestar (Swords) Limited 7 year permission for 219 no. apartments, creche and all associated site works. Pinnock Hill, Fosterstown North, Swords, Co. Dublin.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
4554/23	Dublin City Council	Cathedral Leisure Limited PROTECTED STRUCTURE: 0.212 Ha. site at Nos 133 & 133A Capel Street, Nos. 136A and 136B Capel Street, Nos 7 and 7A Meetinghouse Lane and No.23, Little Mary Street, Dublin 1 (all Protected Structures with the exception of No. 7A Meetinghouse, Lane, RPS No RPS Nos. 1213, 5064, 8772). Part of the site is also known as the former Boland's Bakery (including structures to the rear opening onto Meeting House Lane) referred to as No133B Capel St. in the Record of Protected Structures (also RPS No. 1213). The development amends a permitted hotel development (as granted under DCC Reg. Ref. 3274/20 (ABP Reg. Ref. ABP-309470-21) and subsequently amended by DCC Reg. Ref. 3463/22). 0.212 Ha. site at Nos 133 & 133A Capel Street, Nos. 136A and 136B Capel Street, Nos 7 and 7A Meeting	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**

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316053	An Bord Pleanala	Catherine Condrot and Samuel Condrot Construction of a mixed use scheme comprising 21 residential units and a community workhub facility and all associated works. Lands zoned TC- Town Centre to the east of Hands Lane and south of Bollum Lane, Rush, Co. Dublin.	Case is due to be decided by 17/07/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
315567	An Bord Pleanala	CDS (Superstores International) Limited Garden centre located to the south and west of the existing building and all associated works. The Range, 5 Clonshaugh Road, Coolock, Dublin 17	Case is due to be decided by 22/05/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
4816/22	Dublin City Council	Cedar Real Estate Investments ICAV 8 storey office building (over single basement with plant level) (which includes a 170 sq.m. cafe/restaurant) 25-28 and 29-31, Adelaide Road, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
3546/21	Dublin City Council	Charlemont Regeneration Ltd Demolition of 2 no. existing structures, construction of a new building comprising 2 no. retail units and 22 no. apartment units. 17-19 Richmond Street South and 14 Gordon Place, Dublin 2, D02 EF 20.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
4910/23	blin City Cou	Christopher Sheehan PERMISSION for amendments to a permitted development Reg. Ref: 4014/20 at Nos. 64, 65 and 66 Gardiner Street Lower and all associated sites to the rear addressing Moland Place, Dublin 1. Nos. 64, 65 and 66 Gardiner Street Lower are Protected Structures (RPS Ref. Nos 3065, 3066 and 3067). 64 ,65, and 66 , Gardiner Street Lower, DUBLIN 1	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
307071	An Bord Pleanala	Ciaran Costello PROTECTED STRUCTURE:1) The redevelopment and subdivision of house, into 3 apartments 2) The construction of 2 semi-detached houses to the rear 3) The demolition of the garage and outhouse and construction of 1 single storey infill apartment 29, Victoria Road, Clontarf, Dublin 3	Grant permission with conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
314969	An Bord Pleanala	Cignal Infrastructure Limited Permission for the erection of a new 30m pine tree multi user telecommunications support structure carrying 9 No. antennas installed on support poles and associated diplexers and remote radio units, 4 No. communication dishes and 5 No. outdoor cabinets all enclosed within a security compound by a 2.4m high palisade fence with a 2m access gate and site works accessed via the existing permitted access driveway. The Development is within the curtilage of a protected structure. The development will provide mobile voice and data services in the area. Lands at Cornerstown House, Ballybride Road, Shankill-Rathmichael, Dublin 18	Case is due to be decided by 13/03/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**No**

Application Reference	Planning Body	Applicant for 'Other Development' and Brief Desctiption	Status	Tier	Within Zone of Influence ?	Progress to Stage 2?	Overlap in Temporal Scope?	Scale and Nature of Development Likely to Have a Significant Impact?	Progress to Stage 3/4?
303369	An Bord Pleanala	Clarke Family Partnership Construction of 36 residential units and all associated site works. Lands at Fosterstown North, Boroimhe Link Road, Swords, Co Dublin.	Appeal withdrawn S.140(1)(a)	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**No**
318046	An Bord Pleanala	Clondev Properties Limited Demolition of residential dwelling Hollytree House. Construction of 85 apartments and all associated site works. Hollytree House, Nevinstown, Swords, Co. Dublin	Case is due to be decided by 30/01/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
F23A/0369	Fingal County Council	Clondev Properties Ltd. Construction of 9 no. two storey houses with ancillary private and public open spaces, boundary treatments and all associated site works to facilitate the development. Boroimhe Hazel, Fosterstown South, Swords, County Dublin	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
3628/23	Dublin City Council	Clopen Capital Construction of a hotel ranging in height from 4 to 7 storeys over basement (2,845sq.m GIA) 21-24 Bolton Street, Dublin 1	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
310939	An Bord Pleanala	Cluid Housing Association Demolition of existing structures and construction of two apartment blocks consisting of 52 apartments 49-53 North Great Charles Street, Dublin 1, Located at the junction of Great Charles Street / Charles Lane / Tyrrell Place	Case is due to be decided by 25/11/2021	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
308581	An Bord Pleanala	Coastdawn Limited Residential & commercial mixed-use development Clonsilla Road, Clonsilla Village, Dublin 15	Grant Permission	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
4574/22	Dublin City Council	Colin Daly, Nicola Daly & Andrew Haydon Modification to the previously permitted Build to Rent residential development: (a) The omission of the existing Cabra Pigeon Racing Club building from the application site; (b) Associated modifications to the site boundaries; (c) Modifications to the internal layout, elevations, and roof level of the previously permitted Block B including reduction in its footprint. 76, 76G & 280 Bannow Road, Cabra , Dublin 7	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**

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4202/21	Dublin City Council	College Square GP3 Limited Amendments to the permitted basement -2 layout; additional floor of development in the permitted build-to-rent residential accommodation building resulting in a total of 4 additional residential units. Site of 0.64 ha at former Apollo House, Tara Street, Dublin 2,9-15 Townsend Street & 31-33 Tara Street,incl.former Long Stone Pub & Brokerage Apartment Building;former College House, Nos. 2-3 Townsend Street, former Screen Cinema,16-19 Hawkins Street	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
307854	An Bord Pleanala	College Square GP3 Limited Demolition of existing structures and construction of 8-11 storey commercial development. Former Apollo House, Tara Street, Dublin 2.	Appeal withdrawn	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
5335/22	Dublin City Council	Collen Investment Limited Alterations and modifications to the existing building which has commercial units at ground floor and basement and 2 apartments at 1st and 2nd floors. 55-56 Talbot Street, Dublin 1	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317850	An Bord Pleanala	Colm Barrable Construction of 1.5 storey building and vehicular entrance. 60 Shanvarna Road, Santry, Dublin 9, D09 W229	Case is due to be decided by 25/03/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
307352	An Bord Pleanala	Commissioner of Public Works The proposed development for Brexit Infrastructure will consist of - Installation of porta-cabin structures. Resurfacing and amalgamation of existing yards. Parking for heavy good vehicles, cars and bicycles. Gates, signage and all ancillary site works. Dublin Port, Dublin 3	Proposed Decision Date not available at this time	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
3054/22	Dublin City Council	Connolly Quarter Development Company Limited Mixed use development including: Construction of 4 no. office blocks 12 to 16 storeys in height including landscaped areas; and Construction of 187 no. Built-to-Rent (BTR) apartments and associated facilities 2 no. blocks. 'Dublin Arch', on a site adjacent to Connolly Station, Sheriff Street Lower, Dublin 1.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
5501/22	Dublin City Council	Connolly Quarter Development Company Ltd Amendments to the previously permitted development approved by Dublin City Council reg ref 2723/20. The development will comprise of works to permitted Blocks A, E and D3 and works to the Protected Structure (RPS No. 130). The approved gross floor area will increase by 3,123.3sq.m and the approved landscaped area will also increase by 70sq.m Site at the rear of Connolly Station, Sheriff Street Lower, Dublin 1	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**

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316119	An Bord Pleanala	Coras Iompair Eireann DART+ South West Electrified Heavy Railway Order - Hazelhatch & Celbridge Station to Heuston Station, and Hesuton Station to Glasnevin. County Dublin and County Kildare.	Case is due to be decided by 18/09/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
314232	An Bord Pleanala	Coras Iompair Eireann DART+ West Railway Order Dublin City to Maynooth and M3 Parkway	Case is due to be decided by 14/12/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317813	An Bord Pleanala	Corbett Construction Ltd The development consists of the demolition of 80 Slieve Rua Drive and the construction of five two storey, two-bedroom dwellings and one two storey three-bedroom dwelling and associated works. 80 Slieve Rua Drive, Kilmacud, Blackrock, Co. Dublin, A94 N6Y5	Case is due to be decided by 19/12/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
313317	An Bord Pleanala	Cosgrave Developments Unlimited Company 255 no. apartments, creche and associated site works. Between Swift Square and Sports Surgery Clinic, Northwood Avenue, Santry, Dublin 9.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
3251/22	Dublin City Council	Crawford Barrie Property Developments Limited Demolition of existing single storey sheds and the construction of a 4 storey apartment block consisting of 9no. Apartments. 61 Royal Canal Bank, Phibsborough, Dublin 7	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
4487/23	Dublin City Council	Crossville Properties Ltd PROTECTED STRUCTURE: The proposed development consists of: the demolition of a two storey structure, in commercial use at the rear of 10 Ely Place, Dublin 2, and the removal of 10 no. parking spaces, the construction of a replacement 2 storey, 3-bedroom mews dwelling, with 2 no. gated parking spaces and associated open space. The proposal will include roof lights, green roof and all associated site development works. Rear of 10 Ely Place, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317146	An Bord Pleanala	Cuisle Properties Ltd Demolition of a single storey flat roofed storage building and the construction of 5 one bedroom apartments. 23/24, Rutland Place North, Dublin 1	Case is due to be decided by 20/09/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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314171	An Bord Pleanala	CWTC Multi Family ICAV Demolition of buildings, construction of 345 no. residential units (292 no. Build to Rent apartments, 49 no. Build to Sell apartments, 4 no. Build to Sell Houses) creche and associated site works. Former Bailey Gibson Site, 326-328 South Circular Road. Rehoboth Place, Rehoboth Avenue, South Circular Road and Donore Avenue, Dublin 8	Case is due to be decided by 14/11/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
4722/23	blin City Cou	D1 Collection 1) Revisions to existing elevation at 39 Abbey Street Upper, 2) New 3 floor extension at 39 Abbey Street Upper and 3) New 2 floor extension and a communal roof terrace (total 4 levels) at the rear of 38 and fronting onto Abbey Cottages, together with associated site works, providing 3 no. 1-bedroom units and 4 no. studio units. 38/39, Abbey Street Upper, North City, Dublin 1	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317828	An Bord Pleanala	DAA plc To consist of: (1) the reconfiguration and expansion of the 2-storey US Customs and Border protection (CBP) pre-clearance facility and (2) the partial demolition, refurbishment and upgrade of the 2-storey former flight catering building, to become the South Apron Support Centre (SASC), which, together with its external hardstanding area to the north-west of the SASC, is to be used initially as a temporary construction compound for the proposed works to the CBP facility and then for continued use as an airport operational building for airside support/operations. In the townlands of Corballis and Collinstown, Dublin Airport, Co. Dublin.	Case is due to be decided by 21/12/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
F21A/0518	Fingal County Council	DAA PLC Alterations to section of the existing internal road network and associated works, on the Departures routes to and from the Terminal 1 and Terminal 2 Departures routes to and from the Terminal 1 & Terminal 2 - Part of the central section of the Express Red Long-Term Car Park, Towlands of Corballis / Collinstown & Toberbunny, Dublin Airport, Dublin	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
F21A/0673	Fingal County Council	DAA PLC Development at site of c.5,889 square metres; construction of a new vehicle access to the Naul road and agricultural gates to existing land within DAA ownership In the Townland of Forrest Great at Dublin Airport, Co. Dublin	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
316138	An Bord Pleanala	DAA plc Development on 4 sites located entirely within lands in the ownership of Dublin Airport, including 2 sites at the Airfield in the townlands of Collinstown, Coultry, and Huntstown, Co. Dublin. The proposed development will consist of the construction of a subterranean Underpass of Runway 16/34 and all associated and ancillary works. The planning application is accompanied by an EIAR and an NIS. Townlands of Collinstown, Coultry, and Hunstown Co. Dublin, and in the townland of Pickardstown, Co. Dublin, and in the townland of Portmellick	Case is due to be decided by 27/07/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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318841	An Bord Pleanala	DAA plc Extension to North Apron, to include the construction of apron pavement. Rehabilitation of apron pavement along with associated ancillary development including surface water drainage and attenuation, electrical infrastructure, road markings, signage and elevated airfield lighting. Natura Impact Statement accompanies this application. Land at and adjoining the North Apron at Dublin Airport, Co. Dublin, in the townlands of Corballis and Cloghran.	Application for leave to appeal refused	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
F23A/0636	Fingal County Council	DAA plc Night-time use of the runway system at Dublin Airport Dublin Airport, Co. Dublin	REQUEST ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
314485	An Bord Pleanala	DAA plc Night-time use of the runway system at Dublin Airport Dublin Airport, Co. Dublin	Proposed Decision Date not available at this time	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
F23A/0121	Fingal County Council	DAA PLC Proposed amendments to the permitted Airside Operation Facilities, An increase in the scale of the approved single storey animal welfare facility by 44sq.m from 376sq.m to 420sq.m Dublin Airport, Corballis, Co. Dublin	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
F23A/0132	Fingal County Council	DAA PLC The development will consist of an extension to the existing North Apron, to include the construction of new apron pavement and the rehabilitation of existing apron pavement (Total area of paving: c. 0.99ha.), along with associated ancillary development including surface water drainage and attenuation, electrical infrastructure, road markings and signage and elevated airfield lighting. Land at and adjoining the North Apron at Dublin Airport, Co. Dublin, in the townlands of Corballis and Cloghran	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
F23A/0786	Fingal County Council	DAA PLC The development will consist of: a 2 -storey airside operations building, accomodating a passenger reception centre for airside emergency incidents and primary support function for the airport to include operations, maintenance and storage facilities required for the airfield's foreign object debris and snow bases. Site between Hanger 5 and M50 garage, North Apron airside support, Dublin Airport, Castlemoate road, Corballis, Swords, Co. Dublin	REQUEST ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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F23A/0781	Fingal County Council	DAA PLC The proposed development relates to the entirety of the Airport including greenfield sites on the periphery of the Airport, as well as parts of adjoining public roads. An increase in the capacity of the airport from the permitted combined capacity of Terminal 1 together with Terminal 2. The increase to the capacity will include all attendant airport operations at Dublin Airport. Dublin Airport Co. Dublin	REQUEST ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
F23A/0104	Fingal County Council	DAA PLC The proposed development will consist of an extension to the existing rooftop plant room to provide a rooftop plant unit of c.185m2 Terminal 1, Dublin Airport, Collinstown, Co.Dublin	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
4947/23	blin City Cou	Dabrena Properties Ltd. PERMISSION: The development will consist of the demolition of the existing 2no. car repair garages; The construction of a new development consisting of 39 No. Apartments comprising 24 No. 1 bed apartments and 15 No.2 bed apartments across the ground to the fifth floor, with associated communal amenity space at Ground level. 12 - 16A, Wellington Street Lower, Dublin 7	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
316123	An Bord Pleanala	Dairbhre Developments Limited Protected structure: Demolition of structures, construction of 4 storey apartment with 29 BTR units and all associated site works. Lands knowns as 'Blackberry Fair' and part of No. 46 Lower Rathmines Road (the rear extension) located to the rear of No.s 36, 38, 40, 42, 44 (protected structure) and No. 46 Lower Rathmines Road, Dublin 6	Case is due to be decided by 26/07/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
315934	An Bord Pleanala	Daly Real Estate Limited Demolition of buildings, construction of part 3, part 4 storey building comprising of 27 apartments with all associated site works. Cairnlea, Glenamuck Road, Carrickmines, Dublin 18	Case is due to be decided by 03/07/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
4882/23	blin City Cou	Dame Plaza Property Trading Designated Activity Company (DAC) PROTECTED STRUCTURE: For development within the public realm at Central Plaza, Dame Street, Dublin 2 D02 P656 (a Protected Structure Ref. 8830). The development will consist of the installation of wayfinding signage comprising 1 no. feature totem sign with LED lighting, 2 no. smaller feature totem signs with LED lighting, 1 no. directional sign and all associated site development works. Central Plaza, Dame Street, Dublin 2, D02P656	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
309773	An Bord Pleanala	Data and Power Hub Services LTD The demolition of the existing two storey dwelling of Bulmer and associated outbuildings and the provision of two no. 110kV transmission lines and a 110kV Gas Insulated Switchgear (GIS) substation compound and Transformers / MV switch room compound along with associated site works. Lands along Peamount Road within the townlands of Milltown and Clutterland, Co. Dublin	Proposed Decision Date not available at this time	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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4511/23	Dublin City Council	David Burke and Lisa Reen PROTECTED STRUCTURE: the application consists of the following works : 1. internal reconfiguration including the partial removal of two internal structural walls, relocation of an existing internal door and installation of lightweight partition wall; 2 Excavation to front garden and construction of new semi-basement storage space; 3. reconfiguration of front and rear garden; 4. installation of timber-framed glass canopy to existing rear extension; 5. all associated external works required to be undertaken as part of the development. 44 Heytesbury Street, Portobello, Dublin 8, D08 C2P5	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
F24A/0031	Fingal County Council	David Lloyd Riverview Ops Ireland Ltd Permission for development at lands at Crowscastle, Swords, Co. Dublin. The development will consist of a health, racquets and wellness club facility, including the provision of a two storey club building, 3 no. court enclosed tennis dome, padel courts, multi-use courts (including shipping container), outdoor and indoor swimming pools, group exercise studios, spa garden (including outdoor sauna) and cafe/restaurant with outdoor terrace and play areas Lands at Crowscastle, (to the west of Holywell Distributor Road), Swords, Co. Dublin	This application was valid on 19 Jan 2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
316184	An Bord Pleanala	Degaemad Developments Ltd To consist of the following; (a) demolition of storage warehouse and construction of a replacement storage warehouse at the same site location; (b) the extension and upgrading of cladding on storage shed and removal of towers and silos; (c) minor internal changes to the trade counter building and provision of parking, building signage and all associated site and development works. McComish, Fosterstown South, Cloghran, Swords, Co. Dublin	Case is due to be decided by 07/08/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
318722	An Bord Pleanala	Deirdre Burns Construction of 3 houses and all associated site works. Alteration to existing dwelling to include: (i) construction of a ground floor level extension to front/rear/side and (ii) construction of a first floor level extension to the front/side/rear. A Natura Impact Statement (NIS) was submitted with this application. Barbary, Strand Road, Sutton South, Dublin 13	Case is due to be decided by 30/04/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
315595	An Bord Pleanala	Delaney Property Trading Partnership Development of a residential development comprising 42 no. apartments, and all associated site works. Clonlea, Glencairn, Murphystown Way, Sandyford, Dublin 18, D18 VT14	Case is due to be decided by 24/05/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
313663	An Bord Pleanala	Demolition of the single storey retail shop, construction of a 3 storey (2 storey over basement level) - 2 bedroom plus study dwelling, access level to a roof terrace, boundary treatments to match existing adjacent and all associated site works adjacent to protected terrace of dwellings in an Architectural Conservation Area at 484A North Circular Road, Dublin 1, D01 RX59.	Case is due to be decided by 29/09/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**

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F23A/0726	Fingal County Council	Denis Palmer Planning permission for the construction of a two storey, detached, 3 bedroom dwelling to the side, new boundary walls and gates, boundary alterations and all associated site works. 38 Boroimhe Cedars, Swords, Co Dublin	REQUEST ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
311537	An Bord Pleanala	Derek and Geraldine Jones Outline permission for 4 no. dwellings. rear of no. 121 Lower Main Street, Rush, Co Dublin	Grant outline permission with revised conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
316114	An Bord Pleanala	Derek Jones Construction of 17 houses, entrance from Loughshinny Park Road, open space and associated site works. Loughshinny Park, Loughshinny, Skerries, Co. Dublin.	Case is due to be decided by 25/07/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
316103	An Bord Pleanala	Derek Murtagh Demolition of existing building and construction of 8 story Hotel comprising 81 bedrooms and all associated works. 3/4 Kevin Street Lower and Liberty Lane, Portobello, Dublin 8	Case is due to be decided by 24/07/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
F23A/0083	Fingal County Council	Devonmill Ltd. Demolition and reinstatement of existing hotel floorspace (c. 175 sq m) at ground floor level, internal alterations to the existing hotel floorspace and the demolition of an existing ESB substation (c. 31 sq m). Construction of a 4 storey hotel extension to the front (south-west) of the existing hotel building. The development will also include the provision of a replacement ESB substation (c. 31 sq m) Travelodge Dublin Airport North 'Swords', Pinnockhill, Swords, Co. Dublin, K67 K6R2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
DSDZ3762/23	Dublin City Council	DHG Dalton Limited Demolition of No's 3-5 Cardiff Lane. The construction of an extension to the north of the existing hotel of 10 storeys. Clayton Hotel, No's 3-5 Cardiff Lane, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Updated PP of DSDZ3268/19 - not screened in. Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**

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LRD6022/23-S3	Dublin City Council	Donard Properties Limited Mixed-use development primarily comprising: 128 No. residential apartments, childcare facility, retail unit, healthcare unit and café/restaurant No. 86 and Nos. 90-96 Jamestown Road, Inchicore, Dublin 8	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
318355	An Bord Pleanala	Double E Investments Limited Demolition of existing building and construction of mixed use development to comprise of apartments, retail units, bicycle parking, telecommunications equipment and associated site works. Kestrel House, 157 Walkinstown Road, Dublin 12, D12 NN8A	Case is due to be decided by 13/03/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
314103	An Bord Pleanala	Double E Investments Ltd Demolition of two storey building . Construction of 42 apartments, 3 retail units, public house. Telecommunications infrastructure at roof level and associated site works. Kestrel House, 157 Walkinstown Road, Dublin 12, D12 NN8A with frontage to Cromwellsfort Road and Bunting Road	Case is due to be decided by 21/11/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
318865	An Bord Pleanala	DTDL Limited Reconfiguration and redevelopment of building up to 8 storeys. Inclusion of office spaces and reduction of car parking with all associated site works. St. Stephen's Green Shopping Centre, St. Stephen's Green, Dublin 2, D02 X309	Case is due to be decided by 20/05/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
4117/23	Dublin City Council	Dublin Bus Construction of two steel structured Electrical Equipment Rooms, referred to as "E-houses". Dublin Bus Phibsborough Garage, Prebend Street, Constitution Hill, Dublin 7.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
5126/22	Dublin City Council	Dublin Central GP Limited Mixed-use scheme (c. 38,479 sq. m gross floor area) ranging in height from 2 - 8 storeys over single level basements. A structural box (120m length, 26m width, 34.5m depth) beneath the ground floor level that has been designed to accommodate the independent construction and operation of the planned O'Connell Street MetroLink Station No. 43 (a Protected Structure), No. 44 (a Protected Structure), Nos. 45 – 49, Nos. 50 – 51 O'Connell Street Upper (a vacant site, Nos. 52 – 54 (a Protected Structure), Nos. 55 – 56, No. 57 (a Protected Structure), No. 58, (a Protected Structure) and No. 6	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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2862/21 312642	Dublin City Council	Dublin Central GP Limited Permission for 7 years to include: 15 apartments, cafe/restaurant with takeaway facility, cultural use and office use, conservation/preservation works. 10-13 & 18-21 Moore Street, 5A Moore Lane & 6-7 & 10-12 Moore Lane & 17-18 Henry Place, Dublin 1	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
2861/21 312603	Dublin City Council	Dublin Central GP Limited PROTECTED STRUCTURE: Hotel, 1 restaurant/café with takeaway facility, retail units: shop/café with takeaway, retail units/shops. 79 Build to Rent Apartments, 1 two-storey building for cultural / gallery use with restaurant / cafe. All associated and ancillary site works including repairs, refurbishment & conservation works. 36-41 Henry Street, 1-9 Moore Street, 3-13 Henry Place, Charles Court & Mulligan Lane, Dublin 1	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
2863/21 313947	Dublin City Council	Dublin Central GP PROTECTED STRUCTURE: for a period of 15 years at a site. The proposed development comprises: A mixed-use scheme in a single building ranging in height from 2 - 6 storeys over single storey localised basement. Provision of part of a new public plaza and associated temporary works pending completion of the combined plaza with the concurrent planning application for the adjoining Site 4 immediately to the south. 22-25 Moore Street, 13 Moore Lane, 14-15 Moore Lane, Dublin 1	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
313738	An Bord Pleanala	Dublin City Council 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. Grand Canal Dock Basin and Grand Canal Quay to Sir John Rogerson's Quay, Dublin 2.	Approve subject to conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location (approx. 5km from MetroLink) this has potential for impacts should projects overlap	**Yes**
4599/23	Dublin City Council	Dublin City Council Part 8 - Dalymount Park The proposed development will consist of: The demolition of the existing stadium and structures located on the site; The development of a new c. 8,034 capacity stadium with provision for c. 6,240 seats and c. 1,794 standing and new modern floodlighting and associated facilities; A community facility with an area of 585sq. m over two floors. The provision of a public thoroughfare along the eastern boundary connecting North Circular Road and Connaught Street to include various eateries and a new public plaza. Dalymount Park, Phibsborough, Dublin 7.	City Council - Approved	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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5387/22	Dublin City Council	Dublin City Council Planning and Development Regulations 2001 (as amended) - Part 8 The proposed development, which will be managed by Dublin City Council, comprises of: • Provision of 124 homes • Construction of two new apartment blocks • Construction of 10 no. duplex mews apartments to the west of the site. • Deep retrofit and extension to the 3 no, existing housing blocks to include an additional floor and side bay with modifications to all elevations. Constitution Hill, Dublin 7	City Council - Approved	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
4931/22	blin City Cou	Dublin City Council Pursuant to the requirements of the above, notice is hereby given for permission for the demolition and reconstruction of these Dublin City Council owned residential properties, including the retention and refurbishment of the front elevations of both properties, demolition of rear garden shed at no. 21, internal fit-out, drainage works associated site works and construction of external pavement surfaces to front and rear gardens of both properties. 19 & 21, Connaught Street, Phibsborough, Dublin 7	City Council - Approved	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
3180/23	Dublin City Council	Dublin City Council, Department of Housing and Community Services Proposal: Pursuant to the requirements of the above, notice is hereby given for permission to partially demolish, reconstruct and refurbish residential properties 1 to 8 on Tyrrell Place, including the retention and refurbishment of the front (southeast) and side (southwest) elevations of the terrace, demolition of rear extensions and terrace roof, internal fit-out, drainage works and associated site works. 1-8 Tyrrell Place, Mountjoy, Dublin 1	City Council - Approved	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
3927/22	Dublin City Council	Dublin City Council, Housing and Community Services Pursuant to the requirements of the above, notice is hereby given of the construction of 83 residential dwellings at a site c.1.07 ha at Collins Avenue, Whitehall, Dublin 9, which will consist of the following: •Two no. five-storey high blocks, containing: •48 no. new surface car parking spaces and 178 bicycle spaces; •Two new vehicular accesses off Collins Avenue, one to be used as service access; •Communal and public open space, boundary treatments, public lighting, site drainage works, internal road surfacing and footpath, ESB meter rooms, bin and bicycle storage, plant rooms, landscaping, play area; and, •All ancillary site services and development works above and below ground. Site c. 1.07 ha at Collins Avenue, Whitehall, Dublin 9	City Council - Approved	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
3926/22	Dublin City Council	Dublin City Council, Housing and Community Services Pursuant to the requirements of the above, notice is hereby given of the construction of 93 residential dwellings and construction of a link road from Shangan Road to the Ballymun Road. Site c. 1.77 ha at Shangan Road, Ballymun, Dublin 9	City Council - Approved	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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314791	An Bord Pleanala	Dublin City Council. 578 Residential units, Library/community hub, childcare facility, supermarket, 5 retail units, 2 café/restaurant units, open space and all associated works. Emmet Road, Inchicore, Dublin 8.	Approve with Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location (approx. 5km from MetroLink) this has potential for impacts should projects overlap	**Yes**
314210	An Bord Pleanala	Dublin City Council. Middle Wad Flood Alleviation Study - Clontarf Outfalls Project The proposed development will consist of undertaking drainage works and discharging to a European Site within Dublin Bay. Clontarf Road, County Dublin.	Approve with Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
N/A	N/A	Dublin City Transport Plan	N/A	2	Yes	Yes	Unknown – no timeline for construction.	Due to nature of development and location this has potential	**Yes**
318476	An Bord Pleanala	Dublin Simon Community Social housing development of 10 one bed units in a two to three storey apartment building, associated car parking and bicycle parking, new vehicular and pedestrian access onto Old Nangor Road, landscaping, boundary treatments, public lighting and all associated site and engineering works. Lands at Old Nangor Road, Clondalkin, Dublin 22	Case is due to be decided by 01/04/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the small scale nature of development and location there is no potential for cumulative impacts should the projects overlap.	**No**
313220	An Bord Pleanala	Dundrum Retail GP DAC Demolition of all existing buildings on site, construction of 881 no. apartments, creche and associated site works.	Case is due to be decided by 25/07/2022	1	Yes	Yes	Unknown – no timeline for construction.	Large scale development with the potential for cumulative impacts with	**Yes**
314040	An Bord Pleanala	Dunne Better Build Limited Construction of Parish Centre and 58 unit sheltered housing apartments. St. Finian's Church, River Valley, Swords, Co. Dublin	Case is due to be decided by 14/11/2022	1	Yes	Yes	Unknown – no timeline for construction.	Due to nature of development and location this has potential	**Yes**
314019	An Bord Pleanala	Dwyer Nolan Developments Limited Demolition of the existing building on site i. e. the existing Chadwicks Builders Merchants, construction of 350 no. apartments and associated site works. At the junction of Santry Avenue & Swords Road, Santry, Dublin 9	Case is due to be decided by 26/10/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
313320	An Bord Pleanala	Dwyer Nolan Developments Limited Demolition of former national school and existing buildings and construction of 927 no. apartments, creche and all associated site works.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction.	Due to nature of development and location this has potential	**Yes**
F22A/0709	Fingal County Council	Eamon & Jane Robinson 3no. two & half storey 4 bedroom detached dwelling; 1no two storey 4 bedroom detached dwelling. 3, Mountgorry, Malahide Road, Swords, Co. Dublin	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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317379	An Bord Pleanala	East Coast Heritage Limited The construction of a guesthouse accommodation to include the construction of 30 bedrooms of guest accommodation along with all associated works. The Queen's Public House and Restaurant (Protected Structure), Castle Street, Dalkey, Co. Dublin	Case is due to be decided by 23/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
313289	An Bord Pleanala	Eastwise Construction Swords Limited 472 no. apartments, creche and associated site works. 'Hartfield Place', Swords Road, Whitehall, Dublin 9.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction.	Large scale development with the potential for cumulative impacts with	**Yes**
317802	An Bord Pleanala	EdgeConneX Ireland Limited Construction of 2 adjoined single storey data centres with associated site works Site within the townland of Ballymakaily, West of Newcastle Road (R120), Lucan, Co. Dublin	Case is due to be decided by 18/12/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317202	An Bord Pleanala	Edward Paul Grimes Construction of 9 dwellings with all associated site works. 46-54 incl. Cedar Road, Archerstown Wood, Milltown, Ashbourne, Co. Meath	Case is due to be decided by 27/09/2023	1	Yes	Yes	Unknown – no timeline for construction.	Due to the scale and nature of the development, cumulative	**No**
318261	An Bord Pleanala	Eileen O'Sullivan Construction for 6 no. dwelling houses including boundary treatment, circulation road within site and driveways, connections to mains sewer and water including ancillary	Case is due to be decided by 28/02/2024	1	Yes	Yes	Unknown – no timeline for construction.	Due to the scale and nature of the development, cumulative	**No**
312935	An Bord Pleanala	Eircom Limited (Eir) Demolition of all structures, construction of 111 no. apartments and associated site works.	Case is due to be decided by 27/06/2022	1	Yes	Yes	Unknown – no timeline for construction.	Due to the large scale nature of development and location, this has	**Yes**
WEB2094/23	Dublin City Council	Eircom Limited The proposed development will consist of the installation of telecommunications equipment including ballast mounted antennas, dish, remotes radio units (RRU's), GPS,	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction.	Due to the scale and nature of the development, cumulative	**No**
318795	An Bord Pleanala	EirGrid Construction of Gas Insulated Switchgear Switchboard building with all associated site works. Removal of reactors and extension. NIS submitted to Planning Authority. Poolbeg 220kV Electrical Substation and adjacent land, Pigeon House Road, Dublin 4 on site measuring 3.6ha.	Case is due to be decided by 08/05/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317770	An Bord Pleanala	Elaine Scanlon Demolition of dwelling and construction of a replacement dwelling. Natura Impact Statement (NIS) lodged with application.	Case is due to be decided by 13/12/2023	1	Yes	Yes	Unknown – no timeline for construction.	Due to nature of development this has potential for impacts	**Yes**
318677	An Bord Pleanala	Energia Solar Holdings Ltd. 110kV Air Insulated Switchgear (AIS) tail-fed substation compound, combined with a 110kV underground cable connection to Finglas within the townlands of Fieldstown, Glanmethan Electoral District, Co Dublin	Case is due to be decided by ??	1	Yes	Yes	Unknown – no timeline for construction. Works	Due to nature of development and location this has potential for impacts should	**Yes**

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317253	An Bord Pleanala	Eoin Sheehan Construction 21 no. apartments and all associated site works. Site to the south of Dundrum Office Park, Dundrum and to the rear of 7, 8 and 9 Main Street, Dundrum, Dublin 14	Case is due to be decided by 04/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
314540	An Bord Pleanala	Eoin Spring Demolition of existing 2 storey dwelling, construction of a residential development comprising 1 no. four-storey block, comprising 26 no. apartments and all associated site works Lands located at Rockbrae, Westminster Road, Dublin 18 (D18 P9Y7)	Case is due to be decided by 17/01/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
317936	An Bord Pleanala	Equinix (Ireland) Limited 10 year permission for modifications to permitted data centre granted under planning register reference number SD21A/0186 consisting of reconfiguration and alterations to data centre building. The application is accompanied by a Natura Impact Statement. Plot 100, Profile Park, Nangor Road, Clondalkin, Dublin 22	Case is due to be decided by 15/01/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
317900	An Bord Pleanala	ESB Telecoms Ltd. Permission for the erection of a 30 metre high monopole telecommunications structure carrying antennae, dishes, and ancillary equipment, including a lightening finial, to share with other licensed operators. To include associated ground mounted equipment within a 2.4 metre high palisade fenced compound, and all associated groundworks. ESB's existing Pottery Road 110kV Substation, Pottery Road, Dun Laoghaire, Co. Dublin	Case is due to be decided by 10/01/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
317831	An Bord Pleanala	ESB Proposed development of three 110kV electricity circuits. Various locations in North Dublin between Forrest Little, Belcamp, Clonshaugh and Harristown, Co. Dublin.	Case is due to be decided by 16/02/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
318862	An Bord Pleanala	Esprit Investments Limited 4no. 3 bed, two-storey terraced houses and all ancillary site works. 1A Maxwell Road, Rathgar, Dublin 6	Case is due to be decided by 20/05/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
318848	An Bord Pleanala	Esprit Investments Limited 4no. 3 bed, two-storey terraced houses and all ancillary site works. 1A Maxwell Road, Rathgar, Dublin 6.	Case is due to be decided by 20/05/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**

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4899/23	blin City Cou	Esprit Investments Ltd PROTECTED STRUCTURE: The proposed development will consist of: The demolition of the existing buildings and the construction of a part 4, part 5 part 6 and part 7 storey Hotel building over basement level. Site located in Dublin 2, bound by Mount Street Upper to the northeast, James's Place East to the southwest and, Herbert Street to the southeast. The site contains the following properties No. 50 James's Place, East, Nos. 38-43 James's Place East, Nos. 37	SPLIT DECISION(PERMISSION & REFUSAL)	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317483	An Bord Pleanala	Fairfield Road Property Ltd. Construction of 2 apartment blocks comprising 38 apartment units and all associated site works. Site at Marlborough Road, Dublin 7, and located to the rear of properties on Marlborough Mews.	Case is due to be decided by 06/11/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
3200/22	Dublin City Council	Findlater House Limited Extension (comprising 7 storeys over basement) to the existing / permitted 8 storey hotel building and new ESB sub-station at ground floor level, and all associated and ancillary works. 28-32 O'Connell Street Upper and Cathal Brugha Street / Findlater Place, Dublin 1	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
PARTXI/006/22	Fingal County Council	Fingal County Council PART 8 OF THE PLANNING AND DEVELOPMENT REGULATIONS 2001 (AS AMENDED) Proposed demolition of 12 existing dwellings, and development of 36 new dwellings and associated site works to two sites at Seatown Road, Swords, Co. Dublin.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
PARTXI/004/22	Fingal County Council	Fingal County Council PART 8 OF THE PLANNING AND DEVELOPMENT REGULATIONS 2001 (AS AMENDED) Proposed development of 121 dwellings, a creche, and associated site works at Mayeston, Poppintree, Dublin 11	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
PARTXI/005/22	Fingal County Council	Fingal County Council Part XI of the Planning & Development Act 2000 (as amended) and Part 8 of the Local Government Planning & Development Regulations 2001 (as amended). Proposed housing development at No. 30 & 32 North Street, Swords, Co. Dublin.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317346	An Bord Pleanala	Fingal County Council Proposed development of 217 no. residential units, consisting of 121 no. houses and 96 no. apartments, ranging from 2-4 storeys in height, in a mixed tenure development. Church Fields East, Mulhuddart, Dublin 15.	Approve with Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**

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314309	An Bord Pleanala	Fitzwiliam DL Limited Full permission. The development will consist of the demolition of existing dwelling on site and the construction mixed use development of 88 no. Build to Rent residential apartments, commercial unit and caf? across 2 buildings and all associated site works. St. Michael's Hospital Car Park, Crofton Road, Dun Laoghaire, County Dublin, A96 TN26	Case is due to be decided by 12/12/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
4880/22	Dublin City Council	Fitzwilliam Real Estate Developments Ltd Hotel development consisting of: (a) Demolition of the existing 3 No. storey Eircom structure, rooftop stairwell enclosures and existing rear extensions No. 97 Middle Abbey Street, top three open-air levels of the Arnotts' car park; (b) Construction of a 9 no. storey (with setbacks) over basement element fronting William's Lane, a 3 no. storey element above Arnotts' car park and 2 no. storey element above Arnotts store, to provide hotal; and (c) Change of use, refurbishment and extension of No. 97 Middle Abbey Street. 97 Middle Abbey St & 16/17 Prince's Street North, 19/25 Prince's Street North & 98-101 Middle Abbey Street & 102-107 Middle Abbey Steet & 2-3, 4 & 4A Proby's Lane & 7/7A and 8 Liffey Street Upper, Dublin 1.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
307300	An Bord Pleanala	Fla Larkin Permission for development in front garden of a protected structure for cafe/bar Haddington House, 9-12 Haddington Terrace, Dun Laoghaire, Co. Dublin	Case is due to be decided by 07/10/2020	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
314994	An Bord Pleanala	Frances Dowling Demolition of house and ancillary outbuildings and the construction of 1 two to four storey building accommodating 19 apartments, vehicular access via Lucan Road, 11 car parking spaces, 20 bicycle parking spaces and ancillary services. Hillhouse, Lucan Road, Lucan, Co. Dublin	Case is due to be decided by 15/03/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
315080	An Bord Pleanala	Frank Gleeson Demoilition of existing structure and construction of 48 apartments. The Bottom of the Hill Bar, Main Street & Ballygall Road, Finglas, Dublin 11	Case is due to be decided by 24/03/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
318733	An Bord Pleanala	Frank McAuliffe Demolition of a two storey building plus site clearance and the erection of a part five storey /part six storey building, containing 11 apartments, communal open space at roof level, office unit on two levels, bicycle and bin storage with yard and associated site works. 32 Infirmary Road (corner of Infirmary Road and Montpelier Hill), Dublin 7, D07 X628	Case is due to be decided by 01/05/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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5006/23	blin City Cou	Fruit Market Development Company Limited Demolition of all existing structures on site (totalling 2,975sq. m), and construction of a mixed-use development comprising a total of 64 no. apartmentsin 3 no. 6-8 storey blocks. Site bounded by Mary's Lane to the south, Halston Street to the west and Little Green Street to the east, comprising of: -6 & 8 Mary's Lane, Dublin 7 (D07 VEF1 & D07 W985); 21 Halston Street, Dublin 7, (D07PC62); and 2 & 4/5 Little Green Street, Dublin 7	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
3565/22	Dublin City Council	GA Development Dublin ICAV Amendment and extension of permitted Block B at eighth and ninth floor levels resulting in additional office floor space; Amendment and extension of permitted Block C at ground to second floor levels to amalgamate with the permitted office building at 23 Liberty Lane The site of the former Dublin Institute of Technology / Technological University Dublin (TUD), Kevin Street Lower, Dublin 8 and 23 Liberty Lane, Dublin 8.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
4308/23	Dublin City Council	GA Developments Dublin ICAV acting for and on behalf of its sub fund GA Dev. Amendments to the permitted development, relating primarily to minor alterations in the the Build To Rent (BTR) residential blocks. Site of former Dublin Institute of Technology / Technological University Dublin (TUD), Kevin Street Lower and 23 Liberty Lane, Dublin 8	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
316429	An Bord Pleanala	Galadar Properties Limited The construction of a 120 no. bed nursing home facility (4 and 5 storeys in height) and all associated site clearance, excavation and development works. A Natura Impact Statement will be submitted to the Planning Authority with the application. Rose Cottage, 26 Cherrywood Road, Shankill, Dublin 18, D18 P4A7	Case is due to be decided by 28/08/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
310034	An Bord Pleanala	Gannon Properties Pedestrian and cycle path Lands at Mooretown and Abbeyvale Court, Swords, Co. Dublin	Proposed Decision Date not available at this time	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317681	An Bord Pleanala	Garvagh Homes Limited Demolition of bungalow and garage and the construction of 22 residential units. Vehicular access and separate pedestrian access are proposed along Estuary Road and associated site works. Site at Larch Wood, Estuary Road, Malahide, Co. Dublin, K36 F620	Case is due to be decided by 30/11/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
317192	An Bord Pleanala	Garvagh Homes Ltd. Demolition of bungalow and outbuilding on site and construction of a 3 storey apartment building comprising 14 residential units together with all associated site works. Wycliffe, Millview Road, Malahide, Co. Dublin, K36 R966	Case is due to be decided by 26/09/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**

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315984	An Bord Pleanala	Garvagh Homes Ltd. Construction of 80 apartments, 2 retail units, a coffee shop and all associated site works and services. Demolition of buildings with the exception of 168 Phibsborough Road. 'Former Des Kelly Site' a site of 0.262Ha. bounded by 364-374 North Circular Road, Royal Canal Bank, and 168-169 Phibsborough Road, Dublin 7	Proposed Decision Date not available at this time	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
313591	An Bord Pleanala	Garyaron Homes Limited Demolition of existing buildings, construction of 242 no. apartments, creche and associated site works. Lands at Broomhill Road and Unit 51 Broomhill Road, Tallaght, Dublin 24	Case is due to be decided by 05/09/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
318247	An Bord Pleanala	GEDV Monkstown Owner Limited Large Scale Residential Development (LRD) - permission for 491 no. residential units, a childcare facility, restaurant/caf? and all associated site development works. Dalguise House is a protected structure - RPS no. 870. A Natura Impact and an EIAR accompanies application. Website: www.dalguiselrd.ie. Site of c. 3.58 hectares at Dalguise House, Monkstown Road, Monkstown, County Dublin, A94 D7D1.	Grant Permissions with Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
4250/22	Dublin City Council	George Beggan Demolition of the existing two storey shed-like rear buildings and construction of a 5 no. storey aparthotel with roof terrace addressing Mabbot Lane. Rear 85 & 86 Gardiner Street Lower, Dublin 1	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
313494	An Bord Pleanala	Gerard Gannon Properties 10 year permission for the construction of 2,527 no. residential units (473 no. houses, 2054 no. apartments), creche and associated site works. Lands at Belcamp Hall (Protected Structure), Malahide Road (R107), the R107/R123 junction, Carr's Lane, and R139 Road, Belcamp, Dublin 17	Case is due to be decided by 24/08/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
313362	An Bord Pleanala	Gerard Gannon Properties 650 no. residential units (265 no. houses, 385 no. apartments) creche and associated site works. Lands to the south of Rathbeale Road and to the north and south of Main Street, Mooretown Distributor Road, Celestica/Motorola site, Swords, Co. Dublin.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
316297	An Bord Pleanala	Gerard Gannon Properties Construction of 32 no. residential units (11 no. 1 bed units, 19 no. 2 bed units and 2 no. 2 bed live/work units) and 3 no. retail units all contained within 2 no. individual buildings and all associated works. Belcamp Hall (Protected Structure), Malahide Road, Belcamp, Dublin 17	Case is due to be decided by 21/08/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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313302	An Bord Pleanala	Gerard Ganon Properties 377 no. residential units (173 no. houses, 204 no. apartments), creche and associated site works. Lands to the north of Rathbeale Road and to the west of and north of Miller's Avenue and Glen Ellan Road, Oldtown, Swords, Co. Dublin.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
300768	An Bord Pleanala	Gerard Keogh Permission for development at this site. The development will consist of the demolition of existing detached habitable dwelling and the construction of 8 no. own hall door duplex apartment units in one single 2.5 storey block. Stockwell, Sandyford Road, Dundrum, Dublin 16	Case is due to be decided by 28/05/2018	1	Yes	Yes	Completed.	No, this development has been constructed since.	**No**
4920/22	Dublin City Council	Gillian Brady, Liam McInerney and St. John Walsh Alterations to permitted development: Adjustments at lower ground level to the internal layout, communal storage and residential Unit 1 with associated site works and minor facade amendments, to enable the conversion of Unit 1 to a two-bedroomed/ four-person unit. 378A, North Circular Road, Phibsborough, Dublin 7	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
2683/21	Dublin City Council	Glenavon Developments Limited Construction of 5 to 6 storey apartment building accommodating 52 no. residential units. Glenavon House, 46 Ballymun Road, Glasnevin, Dublin 9	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
LRD0005/S3	Fingal County Council	Glenmont Properties Ltd Demolition of the existing temporary wastewater pumping station (c. 221 sqm) on the eastern part of the site and construction of 159 no. residential units including 114 houses and 45 apartments across 2 no. blocks. 305 no. car parking spaces and 185 no. bicycle parking spaces. Lands West of Golden Ridge & East of Kenure Park, Skerries Road, Rush, Co Dublin	GRANT PERMISSION				Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
2857/21	Dublin City Council	Glenn Naughton Planning permission sought to demolish a single storey unit containing 2 no. studio apartments and to construct a new 3 storey block containing 3 no. studio apartments and all associated site works. 7 Campbell's Lane, Ballybough, Dublin 1	This application was valid on 25 Aug 2021	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
LRD6019/22-S3	Dublin City Council	Glenveagh Living Limited Large-scale Residential Development (LRD) encompassing 853 new homes comprising 343 social housing units, 340 cost rental units and 170 affordable purchase units A site of approx. 17.1 ha known as the 'Oscar Traynor Road Site, Dublin 5/Dublin 9, bounded by Coolock Lane (R104) to the north, Castletimon estate to the east, Lorcan estate to the south and by the N1 to the west, south-east of the M50 Junction 2 Interchange.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**

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LRD0008/S3	Fingal County Council	Glenveagh Living Limited The construction of a residential development to accommodate 432 no. residential dwellings, a crèche and public open space. The site will accommodate 554 no. car parking spaces, 831 total no. bicycle parking spaces, new pedestrian/cycle links, road improvements, storage, services and plant areas. Landscaping will include communal amenity areas, and a significant public open space provision. Ballymastone, Donabate, Co. Dublin.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
3164/23	Dublin City Council	Gold Run Properties Limited The development will consist of: The construction of 87 apartments. 62-64, Fenian Street, Nos. 2, 3, 4, 9 & 10 Bass Place and Nos. 1-3 Sandwith Street Upper, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
2860/21	Dublin City Council	Google Ireland Limited Extension and refurbishment of the existing 6 storey building to result in an 8 storey building over part basement. The Treasury Building, Grand Canal Street Lower, Dublin 2 D02XN96	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
318150	An Bord Pleanala	Gordon Properties Limited Protected structure: Demolition of extension to protected structure, construction of mixed use building and associated site works. 11/12 Richmond Street South, Dublin 2, D02 HX76, 13 Richmond Street South and 17 Richmond Street South, Dublin 2.	Case is due to be decided by 14/02/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
4128/23	Dublin City Council	Grafton Residence ULC PERMISSION:For development at a site known as "Textile House" located at Nos. 3 - 5 Johnson's Place (also known as Johnson Place) and Nos. 2 - 5 Clarendon Market, Dublin 2. The site is located adjacent/proximate to a number of protected structures. The proposed development will comprise the demolition of all existing commercial buildings on site (c.612 sq.m) and the construction of a mixed-use development up to 8 storeys in height over 2 no. levels of basement "Textile House", located at Nos. 3 - 5 Johnson's Place (also known as Johnson Place) and Nos. 2 - 5 Clarendon Market, Dublin 2	CLARIFICATION OF ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
315289	An Bord Pleanala	Graham Quinn Construction of 2 stable blocks and all associated site works. Wrenwood Stables, Killeen, Oldtown, Co. Dublin	Grant permission with revised conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
301008	An Bord Pleanala	Grand Parade Property Trading Company Refurbishment of 8 storey building, demolition of 3 no warehouses, all associated works. 2 Grand Parade, Dublin 6.	Application for leave to appeal refused	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Leave to appeal application.	**No**

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GSDZ4149/23	Dublin City Council	Grangegorman Development Agency PROTECTED STRUCTURE: Permission for development at St. Elizabeth's Court, North Circular Road and lands to the south accessed via Grangegorman Upper and Ivy Avenue at Grangegorman, Dublin 7, all located within the Grangegorman Strategic Development Zone (SDZ). The development will consist of the demolition of a 17-bed residential mental health facility (St. Elizabeth's Court) and the construction of a 1-4 storey over basement Residential Care Neighbourhood St Elizabeth's Court, North Circular Road, and lands to the south accessed via Grangegorman Upper & Ivy Avenue at Grangegorman, Dublin 7.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
GSDZ4861/23	Dublin City Council	Grangegorman Development Agency PROTECTED STRUCTURE: PERMISSION: For a 10-year planning permission for development at a site within the overall Grangegorman Strategic Development Zone (SDZ) of c.28.69ha at Grangegorman, Dublin 7. There are several Protected Structures within the Grange A site within the overall Grangegorman Strategic Development Zone (SDZ) of c.28.69ha at Grangegorman, Dublin 7, There are several Protected Structures within the Grangegorman -SDZ., The location of the proposed development comprises of a c.0.574ha (c.5,74	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
4024/23	Dublin City Council	Green Sea Property Limited Modifications to the permitted apartment use of No. 16 and No. 17 Ely Place to provide 2 no. single family houses. Nos. 3-8 Hume Street, Dublin 2, (the former Hume Street Hospital) and No. 16 Ely Place, Dublin 2, and No. 17 Ely Place, Dublin 2.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
317297	An Bord Pleanala	Greener Ideas Limited 110kV substation and grid connection. Profile Park, Baldonnell, Dublin 22	Case is due to be decided by 01/02/24	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
313590	An Bord Pleanala	Greenhills Living Limited Demolition of existing substation, construction of 197 no. apartments across four blocks, childcare facility and associated site works. Lands on Greenhills Road (north of Bancroft Park, south/west of Hibernian Industrial Estate and east of Airton Road Junction), Tallaght, Dublin 24	Case is due to be decided by 05/09/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
F21A/0709	Fingal County Council	Hazelwood Walk Holdings Ltd Development of student accommodation buildings including extions and modification. Hazelwood Student Accommodation, Northwood Avenue, Santry, Dublin 9.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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3270/22	Dublin City Council	Heights Hospitality Operations Ltd. New electrical substation and switch room, relocation of the existing electrical sub station and switch room (43m2) from existing basement level to the new location at the rear of the site, a change of use of the existing substation area to hotel use. The Temple Bar Inn, 40-47 Fleet Street, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
313321	An Bord Pleanala	Heronbrook Properties Limited Demolition of the existing structures on site, construction of 101 no. residential units (32 no. houses, 69 no. apartments), creche and associated site works. Blackglen Road, Balally and Woodside, Sandyford, Dublin 18	Case is due to be decided by 02/08/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
315033	An Bord Pleanala	HGREIT II Montrose LLC Construction of 26 student accommodation studio units and all associated site works. A Natura Impact statement has been prepared in respect of the proposed development. Aparto Montrose Student Accomodation, Stillorgan Road, Dublin 4	Case is due to be decided by 20/03/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
4319/22	Dublin City Council	Hibernia Real Estate Group Limited Alterations to the southern elevation at first floor level above ESB substation Harcourt Square, Harcourt Street and Charlotte Way, No. 39 & 40 Harcort Street, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
314226	An Bord Pleanala	Hibernia REIT plc Construction of 15 units at Former Scruffy Murphy's Public House and associated site works. Former Scruffy Murphy's Public House, 1/2 Power's Court, Dublin 2, D02 EK50	Case is due to be decided by 01/12/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
314983	An Bord Pleanala	Hibernia REIT plc Demolition of buildings, construction of 4 to 8 storey building with retail, offices, gym and café/restaurant with all assorted site works. Site at Clanwilliam Court, Clanwilliam Place and Lower Mount Street Dublin 2.	Grant permission with revised conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
3932/22	Dublin City Council	Hibernia REIT plc Demolition of the former Scruffy Murphy's Public House and construction of 2 to 6 storey residential development. The development will also include for upgrades to the public realm treatment of existing small plaza between Verschoyle Place and Power's Court and associated surrounding footpaths. Former Scruffy Murphy's Public House, 1/2 Power's Court, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**

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317857	An Bord Pleanala	Highgate Design Limited Demolition of storage shed and boundary wall and construction of 3 storey mews building comprising 2 apartments. Rear of No. 28 Bengal Terrace, Glasnevin, Dublin 11.	Case is due to be decided by 03/01/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
219	blin City Cou	Hill Street Family Resource Centre PROTECTED STRUCTURE (RPS. 3880) : The development will consist of demolition of the existing two storey family resource centre (357 sqm) and removal of existing basketball court to its south and playground at the north-west corner of the site;construction of a new three storey family resource centre (839sqm). 1 Hill Street, Rotunda, Dublin 1.	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
FW23A/0250	Fingal County Council	HPREF Dublin Office Dev Co 1 Limited The proposed development is located to the south of the development permitted under Reg. Ref.: FW20/0187 and to the east of the Development Permitted under Reg. Ref.: FW21A/0180. The proposed development consists of the construction of 1 no. light industrial unit, including ancillary office use / visitor centre / staff facilities / reception areas over two levels. Horizon Logistics Park (on lands known as Site P2), off the R108, at the townland of Silloge, St. Margaret's, Swords, Co. Dublin	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
FW23A/0278	Fingal County Council	HPREF Dublin Office DevCo 1 Limited Development at Horizon Logistics Park (known as Site G1), off the R108, at the townlands of Silloge and Harristown, St. Margaret's, Swords, Co. Dublin. Horizon Logistics Park (known as Site G1), off the R108, at the townlands of Silloge and Harristown, St. Margaret's, Swords, Co. Dublin	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
FW23A/0067	Fingal County Council	HPREF Dublin Office DevCo 1 Limited The construction of 1 no. light industrial / warehouse (including wholesale use) / logistics building (Unit F1) with a gross floor area (GFA) of c. 14,561 sq.m (including 1,644 sq.m of ancillary welfare, reception, and office space over three levels). The proposed building will have a main parapet height of c. 12.3 metres. On lands At Horizon Logistics Park (Known as site F1), Off The R108, At the townland of Silloge, Swords, Co. Dublin	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
FW22A/0079	Fingal County Council	HPREF Dublin Office devCo 1 Limited The construction of 3 no. light industrial/warehouse (including wholesale use) / logistics buildings. Lands at Horizon Logistics Park (Known as Sites C and E), Off the R108, Townlands of Harristown, Sllogue and Ballymun, St. Margaret'S, Swords, Co. Dublin.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
314934	An Bord Pleanala	HPREF HSQ Investments Limited Mixed use commercial development consisting of a hotel, office block, and all associated site works. Accompanied by NIS and EIAR. Heuston South Quarter which is bounded by St. John's Road West (to the north), Military Road (to the east) and the Royal Hospital Kilmainham (Protected Structure) (to the west and south), Kilmainham, Dublin 8	Grant Permissions with Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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313583	An Bord Pleanala	Huntstown Power Company Limited Demolition of 2 no. existing residential dwellings and construction of 2 no. data hall buildings. EIAR submitted with application Lands adjacent to Huntstown Power Station, North Road, Finglas, Dublin 11	Case is due to be decided by 19/09/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
311528	An Bord Pleanala	Huntstown Power Company Ltd Construction of a 2 storey 220kV GIS substation known as 'Mooretown', 4 underground transmission cables and all associated and ancillary site development and construction works. Lands adjacent to Huntstown Power Station, North Road, Finglas, Dublin 11	Case is due to be decided by 08/04/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
314701	An Bord Pleanala	Ibis Redcow Cow Limited 115 no. Build to Rent apartments and associated site works. Lands at the IBIS Hotel, and Monastery Gate, Monastery Road, Clondalkin, Dublin 22.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to distance from the proposed Project there is no potential for cumulative effects if both projects overlap.	**No**
318891	An Bord Pleanala	Independent Trustee Company as Trustee of IT002346 Protected Structure: Construction of 5 storey apartment consisting of 10 units and all associated site works. Rear of 47 Main Street, Swords, Co. Dublin	Case is due to be decided by 23/05/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
315575	An Bord Pleanala	Infield Developments Ltd Protected Structure: Demolition of buildings, restoration of Leitrim Lodge, construction of 5 storey apartment with 23 apartments with all associated site works. Leitrim Lodge, Martin's Row, Chapelizod, Dublin 20	Case is due to be decided by 23/05/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
314964	An Bord Pleanala	Integrated Materials Solutions Limited Partnership Proposed development of a Circular Economy Campus and san Integrated Waste Management Facility at the Hollywood Landfill. Hollywood Great, Nag's Head, Naul, Co. Dublin, A41 YE92	Further consideration necessary	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317304	An Bord Pleanala	Intel Ireland Limited Alterations to overhead power line. An NIS and EIAR accompany the application. Intel Leixlip Site, Collinstown, Blakestown, Kellystown, Collinstown Industrial Park, Leixlip, Co Kildare	Case is due to be decided by 12/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**

Application Reference	Planning Body	Applicant for 'Other Development' and Brief Desctiption	Status	Tier	Within Zone of Influence ?	Progress to Stage 2?	Overlap in Temporal Scope?	Scale and Nature of Development Likely to Have a Significant Impact?	Progress to Stage 3/4?
4077/23	Dublin City Council	IPUT plc Planning permission for development at a site comprising Deloitte House, 29 Earlsfort Terrace, Dublin 2 (formerly Teach Earlsfort/Earlsfort House) and Garryyard House (formerly 25-28) Earlsfort Terrace, Dublin 2 and including a 2 level carpark to the rear of both office blocks. The site abuts No 24 Earlsfort Terrace (a protected structure). The intention is to demolish all existing structures on the site and to construct an exemplar replacement building, predominantly office workshop along with a dedicated arts & cultural facility incorporating a retail cafe. Deloitte House, 29 Earlsfort Terrace, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
3136/23	Dublin City Council	Irish Life Assurance plc Demolition of existing office development and construction of a new office development, including retail/cafe use and community facility. 1, Adelaide Road, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
5057/23	blin City Cou	Irish Life Assurance PLC The site abuts No. 18 Earlsfort Terrace, Dublin 2 (D02 HR23) a protected structure (RPS2421) and is bounded by Earlsfort Terrace, Adelaide Road and to the rear by Hatch Place. The proposed development consists of amendments to a totem sign permitted under planning application Ref. 3440/21 and involves a reduction in the height of the permitted totem sign (from c.4m to c.3m) and modifications to its design. Formerly Seagrave House , Nos. 19-20 Earlsfort Terrace, Dublin 2 (D02 EN84) and Davitt House , No. 65 Adelaide Road , Dublin 2 (D02TW27).	This application was valid on 22 Dec 2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
N/A	N/A	Irish Rail Navan Rail Line - Provision of a new rail line from the M3 Parkway terminus station (just west of Dunboyne) to Navan town	Planned in GDATS	2	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
315725	An Bord Pleanala	Irish Water Upgrades to existing network and provision of new pipleline. A Natura Impact Statement (NIS) was submitted with this application. Mariavilla, Carton Demesne, Oldcarton, Catherinestown, Kellystown, Ravensdale, Sion and Confey, Co. Kildare	Grant permission with revised conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
314546	An Bord Pleanala	Ironborn Real Estate Limited 438 no. Build to Rent apartments in 9 blocks over 2-8 stories, creche and associated site works. Sector 3, Aiken's Village, Townland of Woodside and Kilgobbin, Stepaside, Dublin 18.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**

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317729	An Bord Pleanala	Ixter Property DAC Demolition of structures, construction of 13 apartments with all associated site works. 29 Bow Lane West, Dublin 8, D08 V44T	Case is due to be decided by 06/12/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
313331	An Bord Pleanala	J Murphy (Developments) Limited 645 no. apartments, creche and associated site works. Lands at Fosterstown North, Dublin Road/R132, Swords, Co. Dublin.	Appeal withdrawn S.140(1)(a)	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
314272	An Bord Pleanala	Jackie Greene Construction Limited Residential development of 74 apartments. Hayden's Lane, Adamstown, Lucan, Co. Dublin	Case is due to be decided by 07/12/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
313223	An Bord Pleanala	Jacko Investments Limited Demolition of the existing buildings, construction of 146 no. apartments across four blocks ranging in height from four to six storeys, creche and associated site works. The Lord Mayor's Public House, Main Street, Swords, Co. Dublin.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
3117/21	Dublin City Council	Jacqueline Moloney PROTECTED STRUCTURE: Planning permission for development at a site of c. 0.05 hectares. The proposed development comprises: Demolition of non-original two storey office mews building. Demolition of existing redundant oil tank & enclosure to rear garden. Construction of a 3 storey over basement dwelling. 8 Leeson Close and 29 Fitzwilliam Place, Dublin 2	This application was valid on 08 Jul 2021	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
316955	An Bord Pleanala	James Monaghan 31 residential units and all associated site development works, landscaping, boundary treatments and other servicing works. Ballinteer Lodge, Ballinteer Road, Dundrum, Dublin 14	Case is due to be decided by 05/09/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
317234	An Bord Pleanala	James, Andrew, Harry and St. John Simpson Construction of 6 houses and all associated site works. NIS was included with the Planning Application. Rear of 67, Merrion Road, (D04 RD40) and to the rear of the adjoining No. 69 Merrion Road, Dublin 4 and including parts of the adjoining laneway (between No's 65 and 67 Merrion Road) off Merrion Road leading to the Wanderers Football Club.	Case is due to be decided by 03/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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312568	An Bord Pleanala	Jamestown Village Limited. Demolition of existing ESB substation,boundary treatments and the construction of a mixed use development across five no. blocks providing 321 no. Build to Rent apartments (ranging in five to six storeys in height) and c. 4,497 sqm of commercial uses. Former Factory Site, Finglas Business Centre, Jamestown Road, Dublin 11.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
F24A/0002	Fingal County Council	Jason Lawlor The development will consist of the demolition of the existing 2 storey building and boundary walls to the south and west of the site, and removal of all associated sheds and structures within the site, and the construction of 1 no. new 5 storey building over basement level hotel building. Lands at 76 Main Street, Swords, Glebe, Swords, Co. Dublin	Received by Fingal County Council on 03 Jan 2024 and registered on 03 Jan 2024.	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
4154/22	Dublin City Council	Jepview Limited Alterations to a previously approved development (Reg. Ref. 3752/21) which provided for the demolition of the existing vacant warehouse structure at No. 2 Grand Canal Quay and the construction of a part 8 to part 15 storey, over basement level, contemporary glazed office building. No. 1 Grand Canal Quay, Dublin 2 and No. 2 Grand Canal Quay, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
5299/22	Dublin City Council	Jepview Limited Alterations to a previously approved development, including: the addition of 2 no. floor levels of office space atop the approved 8-storey rear block; an increase in the floor area of the approved building to the north and west from 3rd to 9th floor level (from 7,993 (approved) to 9,345 sq.m (proposed); internal alterations to layout, removal of mezzanines. No. 1 Grand Canal Quay, Dublin 2 and No. 2 Grand Canal Quay, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
5071/22	Dublin City Council	Jepview Limited Alterations to a previously approved development. Alterations include reconfiguration of internal layout, removal of mezzanines. No. 1 Grand Canal Quay, Dublin 2 and No.2 Grand Canal Quay, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
3752/21	Dublin City Council	Jepview Limited The development will consist of: i) demolition of existing vacant warehouse structure (2,241sqm) on-site; ii) construction of part 8 to part 15 storey, over basement level, contemporary glazed office building. No. 2 Grand Canal Quay, Dublin 2 and No. 1 Grand Canal Quay, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
316294	An Bord Pleanala	JM Dunluce Ltd. The development will consist of: (i) demolition of the single storey function room to the rear of the site; (ii) development of a residential scheme totalling 36 residential units and (iii) all associated site development works. 60 Main Street, Howth, Co. Dublin, D13 N8K3	Case is due to be decided by 21/08/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**

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315334	An Bord Pleanala	Joe Sweeney Demolition of dwelling and construction of new dwelling. NIS lodged with application. Glenlion Chalet, Thormanby Road, Howth, Co. Dublin	Case is due to be decided by 27/04/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
313944	An Bord Pleanala	Jolview Limited Construction of 18 dwellings and all associated site works. NIS included with application. Holmpatrick, Rush Road, Skerries, Co Dublin	Case is due to be decided by 01/11/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
LRD0012/S3	Fingal County Council	JOM Investments Unlimited Company Construction of a residential development comprising 3 no. apartment blocks comprising 192 no. apartment units to include 4 no. 1-bedroom units and 188 no. 2-bedroom units, shared residential services (concierge, multifunction unit and gymnasium), and open amenity spaces over a basement. Swift Square Office Park, Off Northwood Avenue, Santry, Dublin 9.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
313179	An Bord Pleanala	Kategale Limited 268 no. Build to Rent apartments over two blocks ranging in height from 5 to 11 storeys, creche and associated site works. Northwood Crescent, Santry, Dublin 9.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
313145	An Bord Pleanala	Kelland Homes Limited and Durkan Estates Ireland Limited 655 no. residential units (257 no. houses, 398 no. apartments), childcare facility and associated site works. In the townland of Boherboy, Saggart Road, Co. Dublin	Case is due to be decided by 18/07/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
318252	An Bord Pleanala	Kevin Woods Machinery Limited Construction of new building for agricultural machinery maintenance. Inch, Balbriggan, Co. Dublin	Case is due to be decided by 27/02/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
317480	An Bord Pleanala	Kilshane Energy Ltd. Demolition of buildings, road improvement works and construction of gas turbine power generation station with all associated site works. EIAR has been prepared. EPA licence is required. Kilshane Road, Kilshane, Finglas, Dublin 11.	Case is due to be decided by 02/11/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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314894	An Bord Pleanala	Kilshane Energy Ltd. Proposed development of a 220kV Gas Insulated Switchgear (GIS) substation on lands at Kilshane Road, and an underground 220kV transmission line connection to the existing Cruiserath 220kV substation. Lands at Kilshane Road, Kilshane, Finglas, Dublin 11.	Approve with Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
316498	An Bord Pleanala	Kinwest Limited PROTECTED STRUCTURE: Conversion of stables of Auburn House to provide for storage space for the main Auburn House and construction of 98 residential units and associated car/bicycle parking with refuse stores, bicycle store and plant at ground floor level; landscaping; boundary treatments; public lighting; 1 ESB unit substation and all associated site infrastructure and engineering works necessary to facilitate the development. An EIAR and NIS were submitted with this application. Lands at Auburn House (protected structure) and Little Auburn, Malahide, Co. Dublin	Case is due to be decided by 28/08/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
316504	An Bord Pleanala	Kinwest Limited PROTECTED STRUCTURE: Preservation of Auburn House and its stables as 1 residential dwelling. Construction of 92 residential units; landscaped public and communal open spaces, public lighting, 1 ESB unit substation; 1 foul pumping station; foul sewer works and all associated ancillary site development infrastructure. An EIAR and NIS were submitted with this application. Lands at Auburn House (Protected Structure) and Little Auburn, off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin	Case is due to be decided by 28/08/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
313360	An Bord Pleanala	Kinwest Limited Preservation of Auburn House (a Protected Structure) and stables as 1 no. residential dwelling, conversion of stables to provide storage space for Auburn House, construction of 368 no. residential units (87 no. houses, 281 no. apartments), creche and associated site works. Lands at Auburn House (Protected Structure), Little Auburn and Streamstown, Off Malahide Road and Carey's Lane, Back Road, and Kinsealy Lane, Malahide, Co. Dublin	Case is due to be decided by 08/08/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
316444	An Bord Pleanala	Kinwest Limited. PROTECTED STRUCTURE: Conversion of stables of Auburn House to provide for storage space for the main Auburn House and construction of 69 residential units. An EIAR and NIS were submitted with this application. Lands at Auburn House, Malahide, Co. Dublin	Case is due to be decided by 28/08/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
317485	An Bord Pleanala	Klairon Construction Ltd Construction of 2 storey residents communal pavilion with all associated site works. Site at Sandymount Avenue, Sandymount, Dublin 4	Case is due to be decided by 06/11/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**

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316335	An Bord Pleanala	Klasthule Developments Ltd Construction of a 5 storey mixed use building, comprising of 2 no commercial units, 7 no apartments and all ancillary site, landscaping, lighting and engineering works necessary to facilitate the development. 23-27, Glasthule Road, Glasthule, Co Dublin, A96N8R9, (with frontage to access laneway leading to Glathule Building)	Case is due to be decided by 23/08/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
307110	An Bord Pleanala	KM PRS ICAV Demolition of 2no. blocks and construction of 3 no. residential units Lands at Sandford Lodge (a Protected Structure), Sandford Close, Sandford Road, Dublin 6	Grant permission with revised conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
309720	An Bord Pleanala	Krescent Living Ltd Demolition of single storey buildings. Construction of an 8-storey mixed-use development consisting of the following uses: 49 build-to-rent apartments. 25-27, Donnybrook Road, 1-3 The Crescent, Donnybrook, Dublin 4	Case is due to be decided by 19/07/2021	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
314313	An Bord Pleanala	KTPCC Development Company Limited Construction of a 5-storey mixed-use building 15 no. apartments, commercial units, bicycle parking, refuse storage, plant room, All associated site development works and boundary treatments. Land located at intersection of Main Street & Parnell's GAA Club access road, Coolock, Dublin 5	Case is due to be decided by 12/12/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
312447	An Bord Pleanala	KW PRS ICAV . 102 residential units in the form of studio and apartment units in a single apartment block of between 5 and 10 storeys, known as Block L of The Grange development. Lands adjacent to 'The Grange', Brewery Road and Stillorgan Road, Stillorgan, Blackrock, Co. Dublin.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the small-scale nature and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
314206	An Bord Pleanala	La Touche S.a.r.l The proposed development will consist of; the refurbishment/reconfiguration, partial demolition, recladding and vertical extension of an existing 7-storey building to a 10-storey office building with an additional commercial floorspace provided. La Touche House, Custom House Dock, I.f.S.C. Dublin 1	Case is due to be decided by 29/11/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
3315/22	Dublin City Council	La Touche S.a.r.l. c/o BCP Capital Refurbishment/reconfiguration, partial demolition, recladding and vertical extension of an existing 7-storey building to a 10-storey office building. La Touche House, Custom House Dock, I.f.S.C. Dublin 1	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**

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313606	An Bord Pleanala	Landmarque Belgard Development Company Limited Demolition of existing structures, construction of 334 no. apartments (216 no. apartments, 118 no. Build to Rent apartments), creche and associated site works. ABB, Belgard Road, Dublin 24	Case is due to be decided by 06/09/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
315001	An Bord Pleanala	Lark Finance Limited Demolition of 2 houses. Construction of an apartment block consisting of 31 apartments and all associated site works. NIS has been submitted with this application. 353 & 363 Blackhorse Avenue, Dublin 7, which is bound by Blackhorse Avenue to the south & Villa Park to the west	Case is due to be decided by 16/03/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
317457	An Bord Pleanala	Leigh & Amy Connaughton Construction of 2no. two storey five bedroom detached dwellings and all associated works necessary to facilitate the development	Case is due to be decided by 31/10/2022	1	Yes	Yes	Unknown – no timeline for construction.	Due to the scale and nature of the development, cumulative	**No**
314233	An Bord Pleanala	Libratech Limited Permission for development at a site of c. 1.75ha. The development will consist of: the installation of 15 no. glamping pods, the construction of a reception building, 15 no. car	Case is due to be decided by 05/12/2022	1	Yes	Yes	Unknown – no timeline for construction.	Due to the scale and nature of the development, cumulative	**No**
315651	An Bord Pleanala	Lidl Ireland GmbH Construction of mixed development comprising of a foodstore, cafe, ESB substation building and car parking for 119 cars and all associated site works and services. Lands to the west & north of St. Peter & Paul's Catholic Church, Main Street, Dunboyne, Co. Meath	Case is due to be decided by 01/06/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
315314	An Bord Pleanala	Lidl Ireland GmbH Demolition of buildings on site (1,316 sq.m gross floor area) and the construction of a mixed use retail/commercial and residential development totalling 9,177sq.m gross floor area. Residential development will consist of 69 apartments	Case is due to be decided by 25/04/2023	1	Yes	Yes	Unknown – no timeline for construction.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
3903/21	Dublin City Council	Lidl Ireland GmbH The proposed development involves the demolition of all existing structures and development of a mixed use development on a site of 1.12 hectares The existing UDL foodstore, 130 Slaney Road, Dublin Industrial Estate, Dublin 11 and the	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works	Due to nature of development and location this has potential for impacts should	**Yes**
317579	An Bord Pleanala	Liffey Distributors Limited Demolition of buildings and construction of retail unit/resditential development. Former Sutton Service Station, Howth Road, Sutton, Dublin 13, D13 TN82	Case is due to be decided by 16/11/2023	1	Yes	Yes	Unknown – no timeline for construction.	Due to the scale and nature of the development, cumulative	**No**
F23A/0124	Fingal County Council	Limiz Ltd Planning permission and retention permission for alterations to the development currently under construction. Planning permission is sought for (i) ground floor site layout amendments including relocation of bin store and waste management areas	GRANT PERMISSION & GRANT RETENTION	1	Yes	Yes	Unknown – no timeline for construction.	Application is an ammendment to previous planning	**No**
LRD6005/23-S3	Dublin City Council	Linders of Smithfield Ltd. Construction of 2no. apartment blocks providing 96 no. apartments nd one duplex block providing 10 no. duplex units. Site known as Quadrant House, Chapelizod Road, and including the adjoining site known	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works	Due to nature of development this has potential for impacts should projects overlap	**Yes**
4568/22	Dublin City Council	Lolo Craven Demolition of existing 3 no. storey building and construction of a mixed use development in 2 no. blocks (4 no. storey and 5 no. storey). 35/35A Bolton Street, and 6 Henrietta Lane, Dublin 1	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**

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318661	An Bord Pleanala	Lonestar Investments Limited Construction of 21 apartments, gym, coffee bar, external communal spaces and site development works. Site bounded by no's. 11 & 22 Hanover Lane, Dublin 8	Case is due to be decided by 22/04/2024	1	Yes	Yes	Unknown – no timeline for construction. Works	Due to the scale and nature of the development, cumulative impacts with the	**No**
315540	An Bord Pleanala	Lotara Developments Ltd Construction of 29 houses and all associated site works. *Significant further information/revised plans submitted on this application* Sites No.s 5-33 inclusive, The Oaks, Archerstown Demesne, Milltown, Ashbourne, Co. Meath	Case is due to be decided by 18/05/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
4379/23	Dublin City Council	Luke Harris and Eileen Sweeney PROTECTED STRUCTURE: PERMISSION:The works the subject of this application are located within the grounds of a Protected Structure, RPS Ref No 6817, Dublin City	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction.	Due to the scale and nature of the development, cumulative	**No**
318518	An Bord Pleanala	Lullymore Ventures Limited Construction of part two to part six storey mixed use development comprising of 2 commercial units and 68 apartments with all associated site works 69D Donore Avenue, Dublin 8	Case is due to be decided by 04/04/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
316470	An Bord Pleanala	Macenas Limited The construction of 64 no. apartment units in the form of a 5-6 storey apartment blocks, the provision of a ground floor retail/cafe unit, and Public Realm upgrades to Dundrum Road and all other associated site works above and below ground associated with the proposed development. An NIS has been submitted with the application. Site of approx. 0.24 ha on lands at Frankfort Centre, Dundrum Road, Dublin 14	Case is due to be decided by 28/08/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
F22A/0365	Fingal County Council	Mainscourt Solar DAC Grid connection infrastructure to connect the approved solar photovoltaic ('PV') energy development comprising the laying of. 9,470 metres of 38kV underground electricity cables in ducts and associated infrastructure substantially under public roads and beneath the Ward River Bridge, Gracedieu Bridge and the Broadmeadow river by means of horizontal directional drilling. All in or in the vicinity of the townlands of Mainscourt, Roscall, Richardstown, Gracediew, Brownstown, Magillstown, Skidoo, Dollards, Balheary, Newtown, broadmeadow, Balheary Demesne, Seatown West, Swords Demesne, Mantua, Greenfields, Seatown East..	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**

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4105/23	Dublin City Council	Majacio Ltd PROTECTED STRUCTURE: the site is within the curtilage of 16 Fitzwilliam Square East, Dublin 2. The development will consist of : 1. removal of the existing fibre cement slate roof & replacement with natural slate roof 2. reconfiguration & replacement of the windows & doors to front (south) elevation of the existing mews building, 3. removal of the existing internal walls & floors of the existing mews building, 4. construction of new internal layouts and 37sqm ground floor extension to the existing mews building, 5. the extension & refurbishment of the mews building will provide a 1no. 4 bedroom house. 16 Lad Lane, Dublin 2, D02 NX72 & 16 Fitzwilliam Square East, Dublin 2, D02 H271	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
312295	An Bord Pleanala	Majick Hour Limited Demolition of buildings, construction of 116 no. Build to Rent apartments and associated site works. 43-50 Dolphin's Barn Street, Dublin 8	Case is due to be decided by 20/04/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
4957/23	blin City Cou	Malcom Drake PROTECTED STRUCTURE: PERMISSION & RETENTION:The development will consist/consists of works to a Protected Structure as follows: Retention Permission is sought for the insertion of a new floor structure and floorboards which replaced the existing fire damaged floor structures and associated floorboards. 59 Parnell Square West, Dublin 1, DO1C2C8	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
LRD6006/23-S3	Dublin City Council	Malkey Limited Large-scale Residential Development (LRD) comprising the demolition of existing industrial structures on site and the construction of a mixed-use development including artist studios, a creche, a retail unit, and a gym, and 133 No. residential units. 158A, The former Leydens Wholesalers & Distributors, Richmond Road, Dublin 3, D03 YK12	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
317775	An Bord Pleanala	Maplepond Limited Construction of 43 no. residential units and all associated site works. The site includes an existing protected structure (RPS 1800), a two storey dwelling house known as Saint Annes and this application does not consist of any works to the protected structure. Saint Annes, Dublin Road, Shankill, Dublin 18, D18 H9V3	Case is due to be decided by 14/12/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**

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314917	An Bord Pleanala	Margaret Ryan New application for development which will consist of an infill residential scheme of 6 houses comprising 1 number two bedroom single storey detached dwelling, 1 number one bedroom single story detached dwelling, 1 number five bedroom two story detached dwelling, 3 number three story terraced mews houses and all associated site works. site (c. .2 ha.) at Ardfallen (a protected structure), on , Cunningham Road, Dalkey, County Dublin	Case is due to be decided by 07/03/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
LRD0024/S3	Fingal County Council	Marina Quarter Ltd Construction of 580 no. residential units consisting of 468 no. houses and 112 no. apartment and duplex units Lands at Hollystown-Kilmartin, Dublin15	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
315923	An Bord Pleanala	McGarrell Reilly Homes 19no. 2-storey houses comprising 17no. 4-bed and 2no. 3-bed units and all associated site and development works. Kilgobbin, (T.d.) Stepaside, Dublin 18, on a site (0.738ha) north-west of the existing Stepaside Park housing development	Case is due to be decided by 03/07/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
318604	An Bord Pleanala	MCPS Investment Homes Limited Construction of 96 houses and all associated site works, within the curtilage of Hollywoodrath House (a protected structure). Within the curtilage of Hollywoodrath House (a protected structure) on lands at Ratoath Road and Gallanstown Road, Hollystown, Dublin 15.	Case is due to be decided by 16/04/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
317687	An Bord Pleanala	Melvin Properties Limited Construction of an eco self-storage facility comprising 300 storage containers and all associated site works. Lands north of Meakstown Cottages access road, Dubber, Co. Dublin	Case is due to be decided by 04/12/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
309264	An Bord Pleanala	MFKC Blanchardstown Limited Demolition two storey building and construction of a part 4 storey over basement and part 5 storey Nursing Home Justins Fruit and Veg, Moy Mel Shopping Centre, Main Street, Blanchardstown, Dublin 15	Case is due to be decided by 27/05/2021	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
313546	An Bord Pleanala	Michael Fitzgerald Demolition of building and construction of a mixed use development including 3 residential blocks with 20 apartments and all site development works. Liberty Market, 71, Meath Street, Dublin 8, D08 A526	Proposed Decision Date not available at this time	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**

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315342	An Bord Pleanala	Michael Kelly Construction of 10 houses and all associated site works. Site adjoining Blackhorse Inn, Goldenbridge Walk, Inchicore, Dublin 8	Case is due to be decided by 27/04/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
317449	An Bord Pleanala	Michael Moran Demolition of commercial buildings and the construction of a flat garden roof, three storey student housing building, comprising 30 No. units, car and bicycle parking, solar panels, landscaping and all associated works. Mount Dillon Business Park / Commercial Yard, Brookville Park, Malahide Road , Artane, Dublin 5, D05 RW98	Case is due to be decided by 31/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
313443	An Bord Pleanala	Midsal Homes Limited Demolition of dwellings known as 'Glenina' and 'Karuna'. construction of 137 no. apartments, 4 blocks, 1-6 stories and associated site works. 'Karuna' and 'Glenina', Sandyford Road, Dublin 18.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
313468	An Bord Pleanala	Midsal Homes Limited Demolition of dwellings known as 'Glenina' and 'Karuna'. construction of 137 no. apartments, 4 blocks, 1-6 stories and associated site works. 'Karuna' and 'Glenina', Sandyford Road, Dublin 18.	Approve with Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
316316	An Bord Pleanala	Milium Ventures Ltd. Construction of a residential development consisting of 37 residential units and all associated ancillary works. Milium Ventures Ltd. on a 0.7918 hectare site located to the north of Whitestown Road and to the south of Old Road, Rush, Co. Dublin	Case is due to be decided by 21/08/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
4937/22	Dublin City Council	Millers Glen UC A 7 year planning permission for development. Reconfiguration and extension of the exiting office block. Block 1, Harcourt Centre, Harcourt Street, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317436	An Bord Pleanala	Milltown New Homes Limited The development will consist of the construction of 14 dwellings, consisting of 6 no. five bedroom dormer dwellings with integrated garage, 4 no. 4 bedroom two storey dwellings, 4 no. 3 bedroom bungalows and associated site works. Lands west of 1-10 The Orchard, Oldtown, Co. Dublin.	Case is due to be decided by 25/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**

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314487	An Bord Pleanala	Minister for Agriculture, Food and the Marine Dredging of harbour, reclamation of land, landscape reclaimed land, construction of slipway and construction of embarkment and rock armour around reclaimed land Howth Fishery Harbour Centre, Howth, Co. Dublin	Case is due to be decided by 11/01/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
313918	An Bord Pleanala	Minister for the Environment, Climate and Communications. Installation of temporary emergency electricity generating plant at the North Wall Generating Station. North Wall Power Generating Station, Alexandra Road, Dublin 1.	Approve with Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development and progression of works, cumulative impacts with the proposed Project are not likely.	**No**
3580/23	Dublin City Council	Molesworth Hospitality Limited PROTECTED STRUCTURE: PERMISSION: 1. The development will consist of the following: (i) Demolition of existing Nightclub/ Ballroom; (ii) construction of a new bedroom wing to rear of No's 1 & 2 Gt. Denmark St, facing Frederic Ct.; (iii) construction of a new link building between the new bedroom wing and the back of No. 2 Gt. Denmark St; (iv) construction of a single storey atrium / restaurant between (ii) & (iii) and the back of No's 1 & 2 Gt. Denmark St; (v) construction of an additional set back 5th floor to the existing back block of No. 7 Gardiner Row facing on to Frederick Ct; (vi) construction of an additional floor to the return / link building of No. 7 Gardiner Row; (vii) alterations to the ground floor and basement of both No's. 1 & 2 Gt. Denmark St; (viii) works to link No. 7 Gardiner Row to No. 1 Gt. Denmark St. at all levels; (ix) replacement of all windows at front and back in No's 1 & 2 Gt. Denmark St; (x) all associated site works. Hotel 7, (No. 7 Gardiner Row)and Barry's Hotel (No's 1 & 2 Denmark Street Great, Dublin 1	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
313341	An Bord Pleanala	Moran Park Homebuilders Limited 118 no. apartments in three blocks and all associated site works. Glenamuck Road North, Carrickmines, Dublin 18	Case is due to be decided by 03/08/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
317760	An Bord Pleanala	Mosaro Limited PROTECTED STRUCTURE: Construction of a 4 storey building comprising 6 apartments and all associated site works. Lands to the rear of No. 29 Frederick Street North, (within the curtilage of a protected structure, RPS. 2978), Dublin 1, D01 NW86 with development access off Frederick Lane North.	Case is due to be decided by 12/12/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**

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4902/23	blin City Cou	Mr John Kennedy Permission for the alteration and renovation of the protected structure at No. 2 Fitzwilliam Street Upper, Dublin 02HN20. 2, Fitzwilliam Street Upper, Dublin 2	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
315449	An Bord Pleanala	Mr. Ian Ronayne Construction of 32 apartments, with all relevant associated site works. Conna, Abingdon Park, Shanganagh Road, Shanganagh, Shankill. Co. Dublin, D18WF54	Case is due to be decided by 08/05/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
318412	An Bord Pleanala	Nacul Developments Ltd Demolition of house and associated out-buildings, construction of 7 houses, access via existing vehicular entrance on the Lucan-Newlands Road / Esker Hill and associated site development works, car parking, open spaces and landscaping. Clonbrone, Lucan Newlands Road, Esker Hill, Lucan, Co. Dublin, K78 Y5C2	Case is due to be decided by 20/03/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
313509	An Bord Pleanala	National Transport Authority Belfield/Blackrock to City Centre BusConnect Core Bus Corridor Scheme.	Further consideration necessary	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317742	An Bord Pleanala	National Transport Authority Bray to City Centre BusConnect Core Bus Corridor Scheme.	Case is due to be decided by 21/02/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
313892	An Bord Pleanala	National Transport Authority Bus Connects Blanchardstown to City Centre Core Bus Corridor Scheme	Case is due to be decided by 11/01/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
314610	An Bord Pleanala	National Transport Authority BusConnects Ballymun/Finglas to City Centre Core Bus Corridor Scheme	Requires Further Consideration	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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314942	An Bord Pleanala	National Transport Authority BusConnects Lucan to City Centre Core Bus Corridor Scheme	Further consideration necessary	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317121	An Bord Pleanala	National Transport Authority BusConnects Swords to City Centre Bus Corridor Scheme.	Case is due to be decided by 20/11/23	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
313182	An Bord Pleanala	National Transport Authority Clongriffin to City Centre BusConnect Core Bus Corridor Scheme.	Further consideration necessary	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317660	An Bord Pleanala	National Transport Authority Kimmage to City Centre BusConnect Core Bus Corridor Scheme.	Case is due to be decided by 11/04/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
314056	An Bord Pleanala	National Transport Authority Liffey Valley to City Centre BusConnect Core Bus Corridor Scheme.	Further consideration necessary	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317679	An Bord Pleanala	National Transport Authority Ringsend to City Centre BusConnect Core Bus Corridor Scheme.	Case is due to be decided by 14/02/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
316828	An Bord Pleanala	National Transport Authority Tallaght/Clondalkin to City Centre BusConnect Core Bus Corridor Scheme.	Case is due to be decided by 08/02/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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316272	An Bord Pleanala	National Transport Authority Templeogue/Rathfarnham to City Centre BusConnect Core Bus Corridor Scheme.	Case is due to be decided by 23/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
318005	An Bord Pleanala	Naul Road Developments Limited Construction of 2 houses and all associated site works. The Grange, Ballyboughal, Co. Dublin	Case is due to be decided by 24/01/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
309209	An Bord Pleanala	Newbrook Nursing Home ULC Construction of a 129 bedroom nursing home 0.46ha site bounded by Park Avenue, Park Terrace South and Park Row, Clongriffin, Dublin 13	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
307710	An Bord Pleanala	Niamh Ward Demolition of 3 no. existing commercial structures and construction of 2 no independent building consisting of a four storey building containing and 6 new apartments. 3 Matthew Terrace, Monkstown Farm, Dun Laoghaire, Co. Dublin	Grant permission with conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
4974/23	blin City Cou	O Duinn Management and Property Ltd PROTECTED STRUCTURE (Ref: 6454): the development will consist of construction of a three-storey, two bedroom mews house, roof terrace and associated boundary walls and site works to the rear of No. 10 Pearse Square, fronting onto Byrne's Lane, Dublin 2, D02 YE09. No. 10 Pearse Square, Dublin 2, D02 YE09.	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
4971/23	blin City Cou	O Duinn Management and Property Ltd PROTECTED STRUCTURE:For construction of three storey over partial basement, three bedroom mews house, with a rooflight, and associated boundary walls and site works .RPS. Ref. 6468 No. 26 Pearse Square, Dublin 2, D02 NP92, fronting onto Hanover Street	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
4853/22	Dublin City Council	O'Cualann Cohousing Alliance CLG 34 no. affordable residential units; 17no. 1 bedroom sheltered housing units in a single storey complex Site know as site 19, Ballymun, Dublin 11	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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317818 5252/22	An Bord Pleanala	O'Cualann Cohousing Alliance CLG Construction of 32 houses, 2 sheltered housing units, single storey creche and all associated site works. Parkview, Ballymun, Dublin 11	Case is due to be decided by 20/12/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
318380	An Bord Pleanala	Olga Muzychuk Erect a 3-bedroom single storey farmhouse dwelling. This application also involves the installation of a proprietary wastewater treatment works and the carrying out of all associated site works. A Natura Impact statement (NIS) is submitted to the planning authority with the application. Barrack Road, Glencullen, Co. Dublin	Case is due to be decided by 19/03/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317383	An Bord Pleanala	Orbitz Ltd. To consist of (i) removal of western boundary treatment to Tritonville Lane; (ii) construction of 2 residential dwellings each served by private amenity space to side/rear; (iii) provision of bin store and vehicular parking area to the front of each dwelling and directly accessible via Tritonville Lane; and, (iv) all ancillary works, inclusive of boundary treatments, landscaping and drainage works, necessary to facilitate the development. Lands situated to the immediate south-east of No. 1 Tritonville Crescent, the rear of No. 29 Sandymount Road and to the immediate north-west of Nos. 5-6 Tritonville Court, on Tritonville Lane, Sandymount, Dublin 4	Case is due to be decided by 23/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
313235	An Bord Pleanala	Orchid Residential Limited Demolition of existing building on site, construction of 221 no. student bedspaces and associated site works. The car sales premises currently known as Vector Motors (formerly known as Victor Motors), Goatstown Road, Dublin 14	Case is due to be decided by 26/07/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
318805	An Bord Pleanala	ORHRE Camden Row Limited Demolition of building, construction of 7 storey hotel with all associated site works. 12 Camden Row, Saint Kevin's, Dublin 8	Case is due to be decided by 13/05/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
318822	An Bord Pleanala	ORHRE SSG Limited Protected Structure: Construction of extensions providing 10 rooms with all associated site works 92 & 93, St. Stephen's Green, Dublin 2	Case is due to be decided by 14/05/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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4250/23	Dublin City Council	Paddy Dunning PROTECTED STRUCTURE: The development will consist of addition of 1 new set-back fourth floor level above no.s 7 (protected structure), 8 & 8A Crowe Street, Dublin 2 and for consequent alterations to the existing building consisting of : 1. demolition of part of the existing modern set-back roof/fourth floor level stair enclosure; 2. demolition of the modern existing roof garden and roof level; 3. construction of new set-back fourth floor level incorporation 1no. new 1 bedroom live/work unit along with associated circulation and ancillary areas; 4. construction of new set-back facades/fenestration at new fourth floor level; 5. construction of all consequent internal & external alterations; 6. all ancillary site development and services works. 7, 8 & 8A Crow Street, Dublin 2	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
4276/22	Dublin City Council	Pat Broughal Demolition of existing unoccupied single storey shed-like rear buildings and construction of 5 no. 3 storey 2 bedroomed townhouses with rooftop terraces, to be accessed from Richmond Cottages North, communal plant room with PV panels over, bicycle parking and refuse storage facilities, as well as a communal garden/allotment area. Richmond Cottages North, to the rear of 611-617 North Circular Road, Dublin 1	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
5052/23	blin City Cou	Pat Rooney The demolition of the existing single storey light industrial buildings on the sit , the construction of 6 no. three storey, 2 bedroom, terraced townhouses to the rear of the site and the construction of a semi-basement single storey building to the front of the site. 1-2 Saint Joseph's Avenue, Drumcondra, Dublin 9, D09 YV00 & D09 EK46	This application was valid on 21 Dec 2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317631	An Bord Pleanala	Patricia Carmody Demolition of former two storey steelworks factory, construction of 3 three-storey houses and all associated site development works. Former steelworks factory, Manor Avenue, Terenure, Dublin 6W	Case is due to be decided by 30/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
316090	An Bord Pleanala	Patricia Monahan Demolition of dwelling and shed. Construction of 6 houses, relocated road entrance, boundary walls and all associated site works. Danell House, Main Street, Blanchardstown, Dublin 15	Case is due to be decided by 24/07/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
318454	An Bord Pleanala	Patrick Goslin & Sons Limited Demolition of existing structures and construction of a mixed commercial / residential development of 64 units in 3 blocks. 52 & 54 Quarry Road, Cabra, Dublin 7	Case is due to be decided by 27/03/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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316340	An Bord Pleanala	Paul Geraghty PROTECTED STRUCTURE: Two storey detached structure to rear of back garden of dwelling. Residential garage at ground floor level with 2 no. car parking spaces and vehicular access (existing) to the rear laneway and as an artist's studio at first floor level and all associated works. 116 St Lawrence Road, Clontarf, Dublin 3, D03 YX05	Case is due to be decided by 23/08/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
314938	An Bord Pleanala	Peninsula Suite Property Holdings Limited Demolition of house and construction of 8 houses. Woodlawn, Summerhill Road, Dunboyne, Co. Meath A86 PC98	Case is due to be decided by 08/03/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
316306	An Bord Pleanala	Peninsula Suite Property Holdings Limited Demolition of structures, construction of aparthotel with all associated site works. 92-93, Francis Street and 1-3 Mark's Alley West, Dublin 8	Case is due to be decided by 21/08/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
314193	An Bord Pleanala	Penny Alexander Permission is sought for the demolition of an existing single storey detached house and the construction of 4 no. two storey detached four-bedroom houses each with off street car parking with landscaping and ancillary site works and services. site of 0.14 hectares 24 Shanganagh Vale, Loughlinstown, Co. Dublin	Grant permission with revised conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
315627	An Bord Pleanala	Percy Nominees Limited Mixed use building comprising 91 apartments and all other site works. 1.045 Ha site towards north-eastern corner of the car park, Nutgrove Shopping Centre, Rathfarnham, Dublin 14	Case is due to be decided by 29/05/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
3642/23	Dublin City Council	Peter Dalton PROTECTED STRUCTURE: The proposed works consist of the demolition of the existing rear return at lower ground floor level, removal of non-original overhang extension at rear of the property at upper ground floor level, removal of sections of internal and nd external wall at lower ground floor level, and internal reconfiguration at lower ground floor level. 28, Dartmouth Square North, Ranelagh, Dublin 6, D06 TW14	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
316948	An Bord Pleanala	Peter McVerry Trust Demolition of a derelict shed, front boundary wall & metal gates. Construction of a 4-storey apartment development comprising 12 units and associated site works including site drainage. 5, 6 & 7 Halston Street, Dublin 7, D07 NX32	Case is due to be decided by 05/09/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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4009/23	Dublin City Council	PI Hotels & Restaurants Ireland Ltd The proposed development, which provides for alterations to the permitted building comprises an increase in the size of the permitted Mezzanine, first and seventh floor levels. Twilfit House, 137-140 Abbey Street Upper, 57-60 Jervis Street and 1-4 Wolfe Tone Street, Dublin 1, D01 P2PO	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
5479/22	Dublin City Council	PI Hotels & Restaurants Ireland Ltd. Building 9 storeys (with setbacks) in height (over basement) comprising hotel and associated licenced restaurant and public bar uses. Total new build gross floor of c. 8,602 sq m. Site of the former Clerys' warehouse building at Nos 13, 14 and 15 Earl Place, Dublin 1	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
F22A/0565	Fingal County Council	Port Side Investments Ltd. Construction of a single storey 6.85 metre high 1060 sq.m. motor service, sales and link building extension to permitted building 'D'; construction of building 'G' a single storey 6.85 metre high 1,000 sq. mt motor service and sales facility; relocation of permitted building 'E' (a single storey 5.1 metre high 55 sq.m wash and valeting building) to western boundary. Holywell, Marshallstown, Swords, Co. Dublin	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
316177	An Bord Pleanala	Portodev Limited PROTECTED STRUCTURE: Demolition of buildings and construction of a 5 storey office building with cafe with all associated site works. 34-37 Richmond Street South, Dublin 2 and 12 Richmond Row, Portobello, Dublin 8	Case is due to be decided by 02/08/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
315061	An Bord Pleanala	Prime GP 1 Limited Demolition of greenhouses and related structures. Construction of a nursing home with 120 beds and all associated site works. Former Highfield Plant Nursery located off Oaklands Crescent Road, Highfield Road, Rathgar, Dublin 6	Case is due to be decided by 23/03/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
DSDZ2297/21	Dublin City Council	Prime GP4 Limited Demolition of No's 1-4 Martin's Terrace and construction of a five storey office building with set-back sixth storey level over 2 no. basement levels. site of c. 0.14ha at No's 1-4 Martin's Terrace, Dublin 2 and adjoining lands at corner of Macken Street and the new realigned Hanover Street East.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
315161	An Bord Pleanala	PWCPS Construction of 74 residential units. Lands at Palmer Road and Palmer Avenue, Rush, Co. Dublin.	Case is due to be decided by 05/04/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**

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4559/22	Dublin City Council	Radiant Now Limited 3-storey office extension (c.906.4 sqm GFA) No. 23 St Stephen's Green (Protected Structure) and rear of No. 22 St. Stephen's Green, (Protected Structure), Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
315183	An Bord Pleanala	Raheny 3 Limited Partnership Construction of 580 no. apartments and associated site works. Lands to the east of Saint Paul's College, Sybil Hill Road, Raheny, Dublin 5	Case is due to be decided by 24/03/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
3303/22	Dublin City Council	Rathdrinagh Investments Limited Alterations to the permitted hotel development resulting in a 6 storey over basement and lower ground floor level hotel building with 125 No. bedrooms. 16-18, Pembroke Street Lower and Windsor Place, Dublin 2.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
313209	An Bord Pleanala	Ravensbrook Limited Demolition of existing building and hard surface parking area, construction of 101 no. Build to Rent apartments and associated site works. IVM House, 31 Ravens Rock Road and 31a Ravens Rock Road, Sandyford Business Park, Dublin 18	Case is due to be decided by 25/07/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
313760	An Bord Pleanala	Ravensbrook Limited 310 no. Build to Rent apartments, creche and associated site works. Lands at Belgard Square East, Belgard Road and Blessington Road, Tallaght, Dublin 24	Case is due to be decided by 28/09/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
313125	An Bord Pleanala	Ravenshire Ltd. Demolition of existing buildings, construction of 593 no. student bedspaces and associated site works. Shanowen Business Centre and Kaybee House, Shanowen Road, Santry, Dublin 9	Case is due to be decided by 14/07/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317317	An Bord Pleanala	Rectone Developments Limited PROTECTED STRUCTURE: Construction of 78 apartments and all associated and ancillary site works. A Natura Impact Statement was submitted as part of this application. Lands at Balnagowan House, St. Mobhi Boithirin, Glasnevin, Dublin 9	Case is due to be decided by 16/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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5022/23	blin City Cou	Red Rock Foley Street Limited The demolition of the existing building on site (c. 1,065 sq. m) and the construction of a 10-no. storey tourist hostel . Site of c. 0.08 ha at nos. 17-21 Foley Street, Dublin 1.	This application was valid on 20 Dec 2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
318921	An Bord Pleanala	Red Rock Glenageary Ltd Construction of 138 no. residential apartment units and commercial and retail units at ground floor level and all associated site works. All application documentation and information is available for public viewing at the following website set up by the applicant: www.glenagearygatelrd.ie. Lands at junction of Sallynoggin Road and Glenageary Avenue and Glenageary Roundabout, Glenageary, Co. Dublin	Case is due to be decided by 14/05/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
3457/22	Dublin City Council	Red Rock Pleasants Street Ltd. Demolition of existing structures on site and construction of a 5 no. storey over basement mixed use building. 49-51 Pleasants Street, Pleasants House & 5 Pleasants Lane, Dublin 8	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**
315292	An Bord Pleanala	Rimor Fortris Limited Demolition of buildings, construction of office buildings and all associated site works NIS submitted. Site of Canal House and Construction House, Canal Road, Dublin 6	Case is due to be decided by 21/04/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
318859	An Bord Pleanala	Roadstone Limited The development will comprise of: A new concrete plant and related ancillary works at the existing quarry. The new plant will replace the three existing concrete plants on site. Cheeverstown & Whitehall Townlands, Fortunestown, Tallaght, Dublin 24	Case is due to be decided by 20/05/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
4677/23	Dublin City Council	Robert & Anna Boyle PROTECTED STRUCTURE: PERMISSION:The development will consist of the refurbishment of the existing coach house to the rear of the property which is within the curtilage of a protected structure. 19 Mountpleasant Square,Ranelagh, Dublin 6, D06P447	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
5385/22	Dublin City Council	Robert Morgan Demolition of existing buildings on site; Construction of a new 5-storey apartment building with 1 no. ground floor retail unit, including a partially setback third and fourth floors. 173 & 174, North Strand Road, Dublin 1	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and location of the development, cumulative impacts with the proposed Project are not likely.	**No**

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318664	An Bord Pleanala	Rockface Developments Limited Proposed construction of a new warehouse unit with ancillary office accommodation. Kingswood Road, Citywest Business Park, Dublin 24.	Case is due to be decided by 08/04/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
318838	An Bord Pleanala	Ryanair DAC Construction of single storey, part two storey , a hanger for 4 air crafts, associated facilities and office area. Demolition of internal airport roadway on site access arrangements and site development works. The proposed development does not propose any increase in passenger or operational capacity at Dublin Airport An NIS has been prepared. Site to the north of Hangar 6 and North Apron, west of Castlemoate Road and south of Gatepost 1B, in the townlands of Cloghran and Corballis, Dublin Airport, Co. Dublin.	Application for leave to appeal granted	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is leave to appeal.	**No**
F23A/0245	Fingal County Council	Ryanair DAC Ryanair DAC, intend to seek planning permission for development which will consist of the construction of a single-storey, part two-storey four-bay hangar designed to accommodate up to 4 no. Code C Aircraft, with associated maintenance facilities, ancillary offices and staff areas. site to the north of Hangar 6 and north Apron, west of Castlemoate Road, and south of Gatepost 1B, in the townlands of Cloghran and Corballis, Dublin Airport, Co. Dublin	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
F23A/0809	Fingal County Council	Ryanair DAC The construction of a 169sqm single-storey extension to the ground floor operations room located on the western side of the Ryanair HQ Office building, and all other associated site and development works. Ryanair DAC of Corporate Head Office, Airside Business Park, Swords, Co.Dublin, K67NY94	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**yes**
LRD6026/23-S3	Dublin City Council	Sandford Living Limited The development site area, road works and drainage works areas will provide a total application site area of c. 4. 74 hectares. The development will principally consist of the demolition of c. 4,883. 9 sq m of existing structures on site and the provision of 636 No. apartment and duplex units. Milltown Park, Sandford Road, Dublin 6.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
313338	An Bord Pleanala	Sandyford Environmental Construction Limited Demolition of structures on site, construction of 207 no. Build to Rent apartments, creche and associated site works. Junction of Ravens Rock Road and Carmanhall Road, Sandyford, Dublin 18	Case is due to be decided by 03/08/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**

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317417	An Bord Pleanala	Santa Catalina Limited and Santa Cruz Limited Demolition of outbuilding and 2 garden walls to the rear of Trident House apartments. Construction of 4 houses and all associated site works. Trident House, 60 Claremont Road, Sandymount, Dublin 4	Case is due to be decided by 25/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
315255	An Bord Pleanala	Sawbridge Limited Demolition of building. Construction of 111 bedroom hotel with all associated site works. The Swan Centre, Rathmines Road Lower/Castlewood Avenue, Rathmines, Dublin 6, extending to Castlewood Terrace, Rathmines, Dublin 6	Case is due to be decided by 17/04/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
315260	An Bord Pleanala	Scafftex Ltd Scaffolding storage and distribution yard. NIS lodged with application. Junction of R132 and Old Turvey Avenue and including works to the Tee junction to the east of the site at the intersection,of Old Turvey Avenue and New Turvey Aveneue, Donabate, Co. Dublin	Case is due to be decided by 18/04/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
WEB1965/23	Dublin City Council	Scoil An Tseachtar Laoch National School Construct a single storey extension to the rear to the existing school situated in the Western area of the site (Eircode D11E306) including all associated ancillary site works. Scoil An Tseachtar Laoch National School, Ballymun Road, Dublin 11	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
313790	An Bord Pleanala	Seabren Developments Limited 150 no. apartments, creche and associated site works. Glebe House and Industrial Estate and former site of Coruba House, St. Agnes Road, Crumlin, Dublin 12.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
314458	An Bord Pleanala	Serendale Limited Demolition of buildings on site, construction of 457 no. apartments, creche and associated site works. North West corner of Omni Park Shopping Centre, Santry and Santry Hall Industrial Estate, Swords Road, Dublin 9	Case is due to be decided by 15/12/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
3747/23	Dublin City Council	Sevona Ltd PROTECTED STRUCTURE: PERMISSION: For development for a residential development comprising 24 no. units, on a site of 0.084 ha, at Nos. 16-19 Rutland Place, Dublin 1 (located to the rear of Nos 16-19 North Great George's Street all of which are Protected Structures (RPS Nos. 3191; 3192; 3193 and 3194). Nos 16-19, Rutland Place, Dublin 1 (located to the rear of Nos 16-19 North Great George's Street all of which, are Protected Structures)	REQUEST AI EXT OF TIME	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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315909	An Bord Pleanala	Silvergrove Nursing Home Limited The construction of a new part single storey, part two storey, part three storey nursing home (70 bed); and associated site development works. Significant further information/revised plans submitted on this application. Main Street, Clonee, Co. Meath	Case is due to be decided by 29/06/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
4970/23	blin City Cou	Six Rent a Car Permission for the following development on the sixth floor, Q Park, The Spire, Marlborough Street, Dublin 1. D01-W207. The development consists of a): Single storey car rental kiosk (42.00 sq.mts); comprising: public office, staff canteen and storage area; with covered link walkway from the elevator shaft to the kiosk. b) Re-designation of 80 car spaces, and all ancillary works. 6th Floor, Q Park, The Spire, Marlborough Street, Dublin 1, D01W207	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
F23A/0103	Fingal County Council	SK Biotek Ireland The proposed development will consist of the construction of a modern 2 Active Pharmaceutical Ingredient (API) manufacturing facility with a parapet height of c. 14.63m (with handrail and plant above), located in the south-eastern part of the campus. SK Biotek Swords Campus, Watery Lane,, Townparks, Swords, Co. Dublin.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
3599/23	Dublin City Council	Sky Road Innovative Developments Limited Demolition of part of the lower ground floor/basement and ground floor levels. Construction of a 3 No. storey over part lower-ground/part basement development. 57-58, Dorset Street Lower, Dublin 1.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
317784	An Bord Pleanala	Society Of Jesus Ireland PROTECTED STRUCTURE: Construction of a single storey building to house an ESB substation and all associated site works. The Jesuit Centre for Spirituality, Manresa House, 426 Clontarf Road, Dollymount, Dublin 3, D03 FP52	Case is due to be decided by 18/12/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
3815/23	Dublin City Council	Sonia Gleeson The development will consist of the following: (i) demolition of the existing single storey shed structure; (ii) construction of a three-storey residential development, (iii) provision of 25 sq.m communal open space at ground floor level to the front of the development; (iv) bin store and 7 no. bicycle parking spaces; (v) alterations to the boundary wall to the front of the site; and (vi) all associated works, including boundary treatments, landscaping, sedum roof at second floor level, infrastructure and drainage necessary to facilitate the development. Site to the rear of 23 Harrington Street and to the site of 12 Stamer Street, Saint Kevin's, Dublin 8	REQUEST AI EXT OF TIME	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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F24A/0023	Fingal County Council	Spectrum Merchandising Ltd n/a Spectrum Signs The development will consist of: 1 No. 6.25m wide x 2.5m high internally illuminated sign to be mounted on existing front (south-east facing) elevation of B&Q premises. B&Q, Airside Retail Park, Swords, Co. Dublin, K67 V3Y2	This application was valid on 18 Jan 2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
F22A/0591	Fingal County Council	Sports Surgery Clinic An extension to the existing Sports Surgery Clinic comprising c. 6,365sq.m accommodated in 4 storeys plus plant room (5-storey equivalent) with an overall height of c.19.2m over a c. 4,696sq.m extended basement Sports Surgery Clinic, Northwood Avenue, Santry, Dubin 9	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
316233	An Bord Pleanala	SRM Book and Cook Limited PROTECTED STRUCTURE: Construction of an 8-storey mixed-use development comprising of: (a) restaurant use at ground floor level, (b) residential use at upper floor levels comprising 7 apartments, and (c) all associated and ancillary works. The Woollen Mills 41/42 Ormond Quay Lower, Dublin 1, (a corner site with frontage along Liffey Street Lower and The Yarn Pizza, 37 Liffey Street Lower, Dublin 1, D01 X6T1)	Case is due to be decided by 14/08/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317902	An Bord Pleanala	St. Francis Hospice Dublin PROTECTED STRUCTURE: Demolition of two storey retreat building and construction of two storey hospice extension. St. Francis Hospice, Station Road, Raheny, Dublin 5	Case is due to be decided by 10/01/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
LRD6009/23-S3	Dublin City Council	St. Vincent's Hospital Fairview Large-scale Residential Development (LRD) at St. Vincent's Hospital, Richmond Road and Convent Avenue, Fairview incl. a new hospital building, providing mental health services, provision of 9 no. residential buildings, and community facilities, and public open space. St. Vincent's Hospital, Richmond Road and Convent Avenue, Fairview, Dublin 3	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
318683	An Bord Pleanala	Starrus Eco Holdings Demolition of all existing waste processing buildings on site and construction of a new modernised multi-processing facility. Panda Waste, Ballymount Road Upper, Ballymount, Dublin 24	Case is due to be decided by 10/06/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
317846	An Bord Pleanala	Statkraft Ireland Limited 10 year permission for construction of solar PV panels on ground mounted on frames/support structures. Natura Impact Statement (NIS) lodged with application. Irishtown, Spricklestown, Ward Lower, The Ward, Co. Dublin	Case is due to be decided by 02/01/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**

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4055/22	Dublin City Council	Stephen Court Ltd Demolition of all existing structures on site and the construction of new commercial/office development c. 21,219 sq m. Stephen Court, 18-21, Saint Stephen's Green, Dublin 2, D02 N960	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
3005/24	Dublin City Council	Sunny Quarter UC RETENTION/PERMISSION: permission and retention permission for development at a 0.3148 hectare site located at Harcourt Road and Adelaide Road, Dublin 2. The site was the location of the former telephone exchange and includes lands south of One, Two and and Three Park Place. Four Park Place, Adelaide Road, Dublin 2	This application was valid on 03 Jan 2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
F23A/0740	Fingal County Council	Swords Road Investment Limited The proposed development comprises of (1) Demolition of existing 2 storey dwelling; (2) The construction of 13 no. warehousing units with ancillary office space within 5 no. two storey blocks. Lands at Carey House, Swords Road, Co. Dublin	REQUEST ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**yes**
317466	An Bord Pleanala	TDL Ltd Demolition of the single storey industrial unit and the construction of 2 X Semi-detached, two storey 3 bedroom dwelling houses. House 1: 159sqm, House 2: 149sqm. Both dwellings to have rear gardens and first floor terraces with paved off street parking under each dwelling, 2 cars to each dwelling. Site at Former Tyre Sales Building, Orchard Lane, Blackrock, Co. Dublin	Case is due to be decided by 01/11/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
312070	An Bord Pleanala	Ted Living Limited Demolition of shed, construction of 146 no. Build to Rent apartments in one block and associated site works. Lands at the former Ted Castles site and Dun Leary House, Old Dun Leary Road, Cumberland Street and Dunleary Hill, Dun Laoghaire, Co. Dublin.	Case is due to be decided by 28/03/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
313043	An Bord Pleanala	Terenure Land Limited. 208 no. apartments across five no. blocks, ranging in height from four to six storeys and associated site works. 'Carlisle' , Kimmage Road West, Terenure, Dublin 12	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**

Application Reference	Planning Body	Applicant for 'Other Development' and Brief Desctiption	Status	Tier	Within Zone of Influence ?	Progress to Stage 2?	Overlap in Temporal Scope?	Scale and Nature of Development Likely to Have a Significant Impact?	Progress to Stage 3/4?
5378/22	Dublin City Council	Ternary Limited Refurbishment and alterations to No.'s 47-48 Kildare Street including demolition of modern extensions to the rear and construction of new rear extension; refurbishment and alterations to No.2 Nassau Street (RPS Ref. No. 5795) and demolition of the existing fourth storey and construction of new fourth storey in its place; demolition of No.1 Nassau Street (a five storey over basement building) and construction of new 4 storey replacement building. 47-48 Kildare Street and No.'s 1 and 2 Nassau Street, D02 CT92 Dublin 2 comprise the premises known as the, 'Kildare Street Hotel' and incorporating the public house known as 'JP Mooney's.	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
315672	An Bord Pleanala	Tetrarch Residential Limited PROTECTED STRUCTURE: 78 senior residential living apartments within an integrated retirement community development and all associated site works. A NIS was submitted as part of the appeal. Sybil Hill House, Sybil Hill Road, Raheny, Dublin 5, D05 AE38.	Case is due to be decided by 05/06/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
312501	An Bord Pleanala	Tetrarch Residential Limited. Demolition of an existing dwelling, construction of 274 no. residential units (51 no. houses, 223 no. apartments), creche and associated site works. Mill Road, Saggart, Co. Dublin.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
318197	An Bord Pleanala	The Ball Alley House Pub Construction of a 3-storey terraced residential development with a total of 8-unit apartments and all other necessary site works. (A Protected Structure, South Dublin County Council RPS No. 094). Ball Alley House, Leixlip Road, Lucan, Co. Dublin	Case is due to be decided by 20/02/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
F24A/0032	Fingal County Council	The Board Of Management Of St Colmcilles Girls National School For permisson for the demolition of 3no. existing prefab buildings & prefab buildings & provision of 2no. single storey temporary modular buildings, comprising SEN & Resource Room accomodation. St Colmcilles Girls National School, Chapel Lane, Swords, Co. Dublin	This application was valid on 22 Jan 2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**

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5021/23	blin City Cou	The Board of Trinity College PROTECTED STRUCTURE We, The Provost, Fellows, Foundation Scholars and the other members of the board of the College of the Holy and Undivided Trinity of Queen Elizabeth near Dublin wish to apply for permission at the site of The Hamilton Building, Trinity College Dublin, Dublin 2, which is within the curtilage of a protected structure in the Dublin City Development Plan 2022-2028. The development will consist of a material alteration to the Hamilton Building at ground floor level consisting of the relocation of the existing entrance doors to the junior common room at ground level and provision of a new internal passenger lift to facilitate universal access to the mezzanine floor level in the junior common room. The Hamilton Building, Trinity College Dublin, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
315358	An Bord Pleanala	The Commissioner of Public Works In Ireland PROTECTED STRUCTURE: Conservation and refurbishment of the existing north wing and part of the east wing of the National Concert Hall and the Real Tennis Court building and the construction of a new four storey over basement extension with a planetarium dome to the west of the north wing at the boundary of the Iveagh Gardens. Change of use of the former UCD School of Civil Engineering to the National Children's Science Centre. The National Concert Hall, Real Tennis Court and Iveagh House (Department of Foreign Affairs) and Iveagh Gardens, including stone garden folly are designated Protected Structures (References RPS 2425, 2426 and 7791). National Concert Hall, Earlsfort Terrace, Dublin 2	Case is due to be decided by 28/04/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
4975/23	blin City Cou	The Commissioners of Public Works in Ireland PROTECTED STRUCTURE The development will consist of the conservation and refurbishment of the existing Pathology Block, one of the buildings included in the National Concert Hall (NCH) Complex, located on Hatch Street Upper. The development includes the change of use of the former UCD School of Medicine to the Learning and Participation function of the NCH. The Pathology Block, at the National Concert Hall, Hatch Street Upper, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
4539/23	Dublin City Council	The Commissioners of Public Works in Ireland PROTECTED STRUCTURE: The development will consist of the conservation, refurbishment and adaptation of the existing West Wing of the National Library of Ireland, formerly a book storage facility, reconfigured entrance ramp off Kildare street, moat area, rear courtyard, and the construction of a new six-storey circulation core extension in the rear courtyard. The National Library of Ireland as a protected structure (Reference RPS 4197). The proposal will provide a new cultural experience comprising exhibition spaces, education spaces, cafe space, retail space, public facilities and ancillary accommodation. West Wing of the National Library of Ireland, No's 7-8 Kildare Street, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
318151	An Bord Pleanala	The Davy Platform IC for and OBO the Liffey Sub-Fund 6 data centre buildings. Kildare Innovation Campus (KIC), Barnhall Meadows, Leixlip, Co. Kildare	Case is due to be decided by 14/02/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**

Application Reference	Planning Body	Applicant for 'Other Development' and Brief Desctiption	Status	Tier	Within Zone of Influence ?	Progress to Stage 2?	Overlap in Temporal Scope?	Scale and Nature of Development Likely to Have a Significant Impact?	Progress to Stage 3/4?
F23A/0643	Fingal County Council	The Electrical Supply Board (ESB) The development on a 2.4 ha site will consist of a 38 kV electrical substation. The development will include the following elements: Substation compound, Telecoms SCADA pole, Associated and ancillary outdoor electrical equipment and other apparatus, Replacement of existing 38 kV timber intermediate poleset (IMP18) in the northwest corner of the site, the site will be accessed from the existing entrance off Batter Lane. A 2.4ha site located to the south of Batter Lane, and to the west of the M1, Belinstown, County Dublin	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
318844	An Bord Pleanala	The Electricity Supply Board (ESB) Construction of a new 110kV substation. located in Belinstown, Swords, Co. Dublin.	Case is due to be decided by ??	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
318607	An Bord Pleanala	The Land Development Agency Proposed construction of a residential led mixed use scheme across 16 blocks within 9 buildings ranging in height from 4 to 15 storeys Lands at Park West Avenue, Cherry Orchard Dublin 10. Bound by Cloverhill Road to the north, Cedar Brook Avenue and Park West Avenue to the east, Park West Cherry Orchard Rail Station to the southeast & the M50 to the west	Case is due to be decided by 04/06/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
313210	An Bord Pleanala	The Land Development Agency 10 year planning permission for construction of 817 no. residential units (377 no. houses, 440 no. apartments), childcare facilities and associated site works. Hampton Demesne, Kilsough North and Balbriggan, Balbriggan, Co. Dublin.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
313268	An Bord Pleanala	The Land Development Agency. 345 no. residential units (39 no. houses, 306 no. apartments across eight blocks ranging in height frm two to four storeys), creche and all associated site works. Milverton, Hacketstown and Townparks, to the west of the Golf Links Road, Skerries, Co. Dublin.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
315306	An Bord Pleanala	The Land Development Agency. 543 apartments, a retail/café unit, mobility hub, community/artist workspace, childcare facility and all associated works. The former St. Teresa's Gardens, Donore Avenue, Dublin 8.	Approve with Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

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313176	An Bord Pleanala	The Land Development Agency. Demolition of existing structures, 10 year permission for the construction of 977 no. residential units (20 no. houses, 957 no. apartments across nine blocks), creche and associated site works. Central Mental Hospital, Dundrum Road, Dundrum, Dublin 14.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
4583/23	Dublin City Council	The Mespil Hotel Limited The development will consist of internal alterations and external extensions to the existing hotel to provide 47no. additional bedrooms (306no bedrooms in total). 50-60, Mespil Hotel, Mespil Rd, Dublin 4, D04 E7N2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
LRD0010/S3	Fingal County Council	The Noonan Construction Co. Ltd 33 no. houses, 95 no. apartments and includes an ancillary gym as a separate structure within the courtyard, 16 no. duplex apartments in 2 no. 3 storey blocks, Open space comprising c. 2.89 hectares, 2 no. playing pitches to the south of Ballygossan Park, communal and private open space, and pedestrian path along western boundary to the north, ancillary children's play areas, as well as provision of 2 ESB substations. Ballygossan Park, Golf Links Road, Skerries, Co Dublin	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
F21A/0615	Fingal County Council	The Old Borough School Board of Management The development will consist of relocation of some existing landscape features to allow for No. 1 wheelchair accessible /ambulant ramp and car park space. Church Road, Swords, Co. Dublin, K67 Y179	REQUEST ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
4560/22	Dublin City Council	The Provost, Fellows, Foundation Scholars Alterations to the previously granted permission. Adjustment to the landscape walls and steps across the site following the deletion of the walkway roof. Addition of electricity substation within the rear boundary. 4, Grand Canal Quay, Dublin 2 (formerly Connaughtons warehouse), 'The Tower', Grand Canal Quay, Dublin 2 - A Protected Structure and existing, car park between, also at Grand, Canal Quay Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
5042/22	blin City Cou	The Tara Building Ltd The proposed development will consist of: Change of use of the existing buildings to provide a bar and foodhall. Retention and refurbishment of the existing facades and alteration to the internal layout of the buildings to create one building. Alteration and extension of the basement to provide ancillary facilities. Construction of a new associated roof terrace area, along with an open area with retractable awnings. 1, 3, 5, 7, 9 Tara Street & 5, 6, 7 George's Quay, Dublin 2	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**

Application Reference	Planning Body	Applicant for 'Other Development' and Brief Desctiption	Status	Tier	Within Zone of Influence ?	Progress to Stage 2?	Overlap in Temporal Scope?	Scale and Nature of Development Likely to Have a Significant Impact?	Progress to Stage 3/4?
313255	An Bord Pleanala	Three Castles Investment Limited 103 no. apartments and associated site works. Site at the former Royal Oak Public House, Finglas Road and Old Finglas Road, Glasnevin, Dublin 11	Case is due to be decided by 27/07/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
315317	An Bord Pleanala	Tom Rowley 4 terraced dwellings each with a southern facing balcony. New vehicular access point, surface car parking and all associated site development works. Lands to the north and east of No. 726 South Circular Road, Dublin 8	Case is due to be decided by 25/04/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
318105	An Bord Pleanala	Tony Kilduff PROTECTED STRUCTURE: Planning permission for the development of 3 no. terraced dwelling houses. 164 Lansdowne Park, Dublin 4	Case is due to be decided by 07/02/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
312539	An Bord Pleanala	Trinity College Dublin. Demolition of existing building, construction of 358 no. student bedspace accommodation (three blocks ranging in height from four to eight storeys) and associated site works. Cunningham House, Trinity Hall, Dartry, Dublin 6.	Grant Perm. w Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
F23B/0107	Fingal County Council	Triona Cussen Planning Permission is sought for construction of new single storey storeroom to rear garden area of existing facility, and associated site works. The Down Syndrome Centre, Willowbrook House, Balheary Road, Castlefarm, Swords, Co. Dublin, K67 R8C6	REQUEST ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
313278	An Bord Pleanala	U and I (White Heather) Limited Demolition of existing buildings on site except 307/307a South Circular Road, construction of 335 no. residential units (7no. houses, 328 no. apartments), creche and associated site works. White Heather Industrial Estate, South Circular Road and 307/307a South Circular Road and 12a St James's Terrace, Dublin 8	Case is due to be decided by 02/08/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Large scale development with the potential for cumulative impacts with the proposed Project if Construction Phases were to overlap.	**Yes**
314663	An Bord Pleanala	Uisce Eireann New wastewater pumping station and modification of Portmarnock Bridge pumping station. Strand Road & Station Road, Maynetown & Burrow (townlands), Portmarnock, Co Dublin	Case is due to be decided by 02/02/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**

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N/A	N/A	Uisce Éireann Ringsend Main Lift Pumping Station Upgrade Ringsend, Dublin		1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
318180	An Bord Pleanala	Universal Developers LLC Construction of data centre and associated site works. An Environmental Impact Assessment Report (EIAR) has been submitted to the planning authority with the planning application. Cruiserath Road, Dublin 15.	Case is due to be decided by 15/02/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
314161	An Bord Pleanala	Urban Life (BMD) Ltd Demolition and clearance of all buildings and structures on site and the construction of two apartment buildings (Buildings A and B) with balconies to contain a total of 99 apartments. A Natura Impact Statement will accompany this planning application. Site located at Beaumont Road / Beaumont Grove / Grace Park Court / Ellenfield Road, Beaumont, Dublin 9	Case is due to be decided by 23/11/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
312793	An Bord Pleanala	Vantage Data Centres DUB11 Limited 110kV Gas Insulated Switchgear (GIS) Substation compound and 110kV transmission lines along with associated and ancillary works. Within Profile Park Business Park and partly within Grange Castle Business Park, Dublin 22	Requires further consideration	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
317446	An Bord Pleanala	Vantage Data Centres DUB11 Limited Construction of a data centre. Site within the townlands of Ballybane & Kilbride, Clondalkin, Dublin 22	Case is due to be decided by 31/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
317744	An Bord Pleanala	Vantage Towers Ltd Permission to retain the existing development consisting of antenna, radio equipment, microwave dishes and all associated telecommunications equipment. A Protected Structure. Saint Patrick's Church, Harbour Road, Dalkey, Co. Dublin, A96 HA24	Case is due to be decided by 12/12/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
315053	An Bord Pleanala	Ventaway Limited Demolition of buildings. Construction of 24 storey mixed use building with all ancillary site works. NIS and EIAR submitted to PA. Site bound by City Quay to the north, Moss Street to the west & Gloucester Street South to the south, Dublin 2. The site includes 1-4 City Quay (D02 PC03), 5 City Quay and 23-25 Moss Street (D02 F854)	Case is due to be decided by 21/03/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

Application Reference	Planning Body	Applicant for 'Other Development' and Brief Desctiption	Status	Tier	Within Zone of Influence ?	Progress to Stage 2?	Overlap in Temporal Scope?	Scale and Nature of Development Likely to Have a Significant Impact?	Progress to Stage 3/4?
313553	An Bord Pleanala	Vesada Private Ltd. The development will consist of; (A) Demolition of existing dwelling and existing steel shed to the rear of subject site. (B) The construction of 2 no. separate apartment blocks yielding a total of 27 no. apartments. 17 Richmond Avenue, Fairview, Dublin 3 (D03 TK54) and 19, Richmond Avenue, Fairview, Dublin 3 (D03 X5W7)	Case is due to be decided by 13/09/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
F23A/0727	Fingal County Council	VHI Group DAC The development will consist of a Healthcare Facility of 4,425.8 sqm gross floor area (GFA), across three storeys over a lower ground floor level car park and all ancillary site works on a site of 2.1 ha. Barrysparks & Crowcastle, Holywell Distrubutor Road, Swords, Co. Dublin	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
318442	An Bord Pleanala	Vincent Cosgrave Proposed development of basement car parking, ground floor retail and 60 apartments across 2 blocks. Watery Lane, Clondalkin, Dublin 22.	Case is due to be decided by 11/03/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
314408	An Bord Pleanala	Walls Construction Limited Demolition of existing buildings on site, construction of 176 no. apartments and associated site works. Rosemount House, Mayne River Avenue, City Junction Business Park, Northern Cross, Malahide Road, Dublin 17	Case is due to be decided by 12/12/2022	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
316087	An Bord Pleanala	Walthill Properties Limited Demolition of dwelling, construction of 22 dwellings and all associated site works. Baggotrath House, Newbridge Avenue, Sandymount, Dublin 4 (including 11 Newbridge Drive, Sandymount, Dublin 4, D04 C9Y5)	Case is due to be decided by 24/07/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
317250	An Bord Pleanala	Waterloo Homes Ltd Construction of 30 no. residential units comprising and all associated works necessary to facilitate the development. Lands north of The Bridge, Enniskerry Road, Kilternan, Dublin 18	Case is due to be decided by 03/10/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
318564	An Bord Pleanala	Waterloo Road Ventures Limited Protected structure: Demolition of sheds, construction of 7 dwellings with all associated site works. Lands fronting Waterloo Lane & Fleming's Place (to the rear of 1 Waterloo Road, Dublin 4 (a protected structure) & 1A Fleming's Place) Ballsbridge, Dublin 4	Case is due to be decided by 11/04/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**

Application Reference	Planning Body	Applicant for 'Other Development' and Brief Desctiption	Status	Tier	Within Zone of Influence ?	Progress to Stage 2?	Overlap in Temporal Scope?	Scale and Nature of Development Likely to Have a Significant Impact?	Progress to Stage 3/4?
5419/22	Dublin City Council	Wellington Street Apt Limited Modifications to permitted development are to include the addition of 4 No. apartment units achieved by the way of an additional floor to the previously granted scheme bringing the total no. of floors of the building from 4-storeys to 5-storeys, increasing the total number of apartment units from 21 No. apartment units to 25 No. apartment units. 9-11, Wellington Street Lower, Dublin 7	GRANT PERMISSION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Application is an ammendment to previous planning application.	**No**
306338	An Bord Pleanala	Windy Arbour Property Development Ltd Commercial/Residential building consisting of retail space at ground floor and 2 apartments at first floor. 3 Dundrum Road, Windy Arbour, Dublin 14	Case is due to be decided by 13/05/2020	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
GSDZ4543/23	Dublin City Council	Workday Limited Planning permission for the development of an office and mixed-use scheme at a site located within the Grangegorman Strategic Development Zone (SDZ) at Grangegorman, Dublin 7. Grangegorman Strategic Development Zone (SD) at Grangegorman, Dublin 7	ADDITIONAL INFORMATION	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development and location this has potential for impacts should projects overlap	**Yes**
316113	An Bord Pleanala	WSHI Ltd. & The Michael J Wright Group Protected Structures (Ref: 0556 and 0557) change of use of from residential use to hospitality and tourist retail use. Demolition of some farm buildings. NIS submitted with application. AL received 21/12/22. Howth Castle, Howth Road, Howth, Co. Dublin, D13 EH73	Case is due to be decided by 25/07/2023	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to nature of development this has potential for impacts should projects overlap	**Yes**
317883	An Bord Pleanala	WSHI Unlimited Company 4 storey hotel and leisure centre. Deer Park Hotel & Golf, Deer Park, Howth, Co. Dublin (within the grounds of Howth Estate, Deer Park, Howth, Co. Dublin)	Case is due to be decided by 08/01/2024	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**
315509	An Bord Pleanala	Xavier Management Holdings Limited PROTECTED STRUCTURE: For the extension of the Landmark Public House and the ground floor of 40 Wexford Street by amalgamation with the ground level of 39 Wexford Street and the ground floor and part first floor of 38 Wexford Street. Modifications to ground floor layout of the Landmark Public House and demolition of part of the ground level walls and partition walls. Change of use of the premises at 38 and 39 Wexford Street from retail use to public house. Installation of new shopfronts to both buildings at 38 and 39 Wexford Street. The Landmark Public House (a Protected Structure), located at 1 Kevin Street Lower, Dublin 8, D08 DX2A and, the ground floors of 40 Wexford Street, Dublin 2 D02 CH68 & 39 Wexford Street, Dublin 2, D02 Y389, 38 Wexford Street, Dublin 2, D02Y389	Grant Permissions with Conditions	1	Yes	Yes	Unknown – no timeline for construction. Works not yet progressed.	Due to the scale and nature of the development, cumulative impacts with the proposed Project are not likely.	**No**

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
4009/22	Abbey Street Devco Limited Mixed-use development including an 11-storey over shared basement hotel building fronting Abbey Street and a 10-storey over shared basement aparthotel block ; 2no. retail units; 2 No. ESB substations at ground floor level. Site of c. 0. 35 ha on lands at Nos. 31-34 Abbey Street Upper, 42-51 Great Strand Street and bounded by Byrnes Lane, Dublin 1	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction: Construction activity and construction traffic as a result of this development and the construction of O'Connell St Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and O'Connell St Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operation:	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing on-site buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey watercourse and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects where basement included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
314125	Alanna Homes 10 year planning permission for the demolition of the existing buildings, construction of 1,243 no. residential units (804 no. apartments, 439 no. houses), creche and associated site works. Barberstown, Barnhill and Passifyoucan, Clonsilla, Dublin 15.	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Nonetheless, the effects of habitat loss will remain significant at the local geographic scale for the habitats depositing / lowland rivers (FW2), drainage ditches (FW4), species-rich dry calcareous grassland (GS1), wet grassland (GS4), (mixed) broadleaved woodland (WD1), mixed conifer woodland (WD3), scattered trees and parkland (WD5), hedgerows (WL1), treelines (WL2) and immature woodland (WS2), and for the breeding bird species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	Construction Phase: Surface water: Not Significant. Disturbance: Not significant Habitat loss: Significant at the local geographic scale and permanent. Operational Phase: Not Significant.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Tolka River for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Rusk watercourse and Tolka River) and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects where basement included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
314550	Arnub Ltd & Aspect Homes (ADC) LTD Demolition of existing structures on site, construction of 702 no. residential units (420 no. houses, 38 no. duplexes, 244 no. apartments), creche and associated site works. In the Townlands of Baltrasna and Milltown, Ashbourne, Co. Meath.	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Potential for loss of habitat in respect of Yellowhammer is not predicted to result in a change in breeding status or population level status. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil (albeit minimal). In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for localised [nominal]reduction in recharge area. Operational Phase: No potential impact envisaged for Operational phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of potential contact with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
318559	Aviva Life and Pensions Ireland DAC Demolition of the existing one and two no. storey buildings at 13 and 13A Merrion Row & 12A and 12B Merrion Court. The construction of a part 4 and 5 no. storey mixed-used development, refurbishment, restoration and part change of use of existing buildings at 12C, 12D & 5 Merrion Court and all plant and all associated site development works. Site (c. 0.067 ha) at 13 & 13A Merrion Row and 12A, 12B, 12C, 12D and 5 Merrion Court, Dublin 2.	Traffic & Transport:	Construction Phase: Moderate Negative - Proximity to St Stephen's Green Station, during construction this may increase vehicles and delays if occurs at same time as station construction. Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling.	Construction Phase: Coordination with Dublin City Council inline with Dublin City Council's "Directions for the Control & Management of Roadworks in Dublin City	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term. Should the construction of both the projects coincide - the construction phase could potentially impact accessibility for the locals in the area - especially visitors of St Stephen's Green Park; cause disturbance in the form of construction noise / dust and impact on visual amenity. The construction of both projects would however increase construction employment opportunities and may boost positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve access of and journey amenity to / from this development by way of St Stephen's Green Station, in addition to other public transport routes.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for moderate to significant cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: Metrolink does not have any airborne operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: slight Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged including on nearby Grand Canal. Potential for cumulative impact on site drainage for example due to accidental pollution event during the construction and/or operation of this development on the downstream River Liffey and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1), along with CEMP for subject site, with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated [urban] soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged for Operational phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of potential contact with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: Potential for cumulative impact on utilities if overlapping construction periods. Operational Phase: No cumulative impact predicted	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
313133	Balscadden GP3 Limited. Demolition of existing structures on site, construction of a residential development set out in four no. residential blocks, ranging in height from 2 to 5 storeys and associated site works. Site at Balscadden Road and Former Bailey Court Hotel, Main St, Howth, Co. Dublin.	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development.	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with Dublin Bay for example due to accidental pollution event during the construction and/or operation of this development on the bay and hence potential impact on downstream habitats at Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream Dublin Bay and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects where basement included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream bay area and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
LRD6025/23-S3 317840	Bindford Limited LRD: Development providing 196 apartments (118 Build to Sell and 78 Build to Rent), a community, cultural and arts space, and all associated site development works. Planning permission is sought for a period of 7 years. Old Bakery Site also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough, Dublin 7	Traffic & Transport:	Construction Phase: Moderate Negative - Proximity to Glasnevin Station, during construction this may increase vehicles and delays if occurs at same time as station construction. Operational Phase showing pedestrian congestion on Prospect Road near bus stops, which may be worsened with the increased population within the catchment Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling Operational Phase showing pedestrian congestion on Prospect Road near bus stops, which may be worsened with the increased population within the catchment	Construction Phase: Coordination with Dublin City Council inline with Dublin City Council's "Directions for the Control & Management of Roadworks in Dublin City	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction activity and construction traffic as a result of this development and the construction of Glasnevin Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Glasnevin Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Glasnevin Station	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for moderate to significant cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Moderate Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction or operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality Potential for cumulative disturbance on nocturnal fauna (bats) due to increased lighting locally. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in this EIAR to reduce disturbance impacts on fauna species during the construction phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the identified watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

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		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term [very localised] dewatering effects where lower level construction included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Construction Phase: Adjacent to temporary bridge however at distance from tunnelling / main works and no cumulative construction phase impact on land, soils & geology expected Operational Phase: No cumulative operational phase impact on land, soils & geology	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Potential for overlap in land take boundaries at the proposed Glasnevin Station.	Engagement with the developer regarding land take requirements and scheduling of the construction works.	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	Construction Phase: Some cumulative impact though the works for this development in combination with the Metrolink project. The additional potential impact on architectural heritage is not significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: This development is located on the southern side of the Royal Canal, approx. 100 metres west of the proposed Glasnevin station and involves demolition of the existing industrial structures (including the 27. 5 metre high concrete silo) and replacement with 3 residential blocks up to 12 storeys. If construction is simultaneous with the proposed station construction, there is potential for additional effects. Operational Phase: This development replace the existing industrial buildings and will effectively extend the remaining built edge (Cross Guns Quay apartments) along the southern side of the canal basin, below the 6th lock. Being up to 12 storeys it has potential to create additional effects.	Construction Phase: No specific mitigation proposed to reduce additional effects, beyond standard construction and operational practice. Operational Phase: No specific mitigation proposed to reduce additional effects, however the refinement of proposed planting could possibly be effective in reducing visual impact.	Construction Phase: Slight cumulative impacts, if construction is simultaneous. Operational Phase: Slight cumulative impacts.
LRD0001/S3	Blanche Retail Nominees Limited Large-scale Residential Development comprises the construction of a mixed use development, consisting of 971 no. apartments in 7 no. buildings and provision of a Mobility Hub. The development includes 7 no. commercial units, 1 no. Community Facility and 1 no. Place of Worship, 1 no. Childcare Facility, and ancillary resident amenity floorspace to serve the residential units. Lands at Site A (White Car Park), Blanchardstown Town Centre, Coolmine, Dublin 15.	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from a accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from an accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the downstream Tolka River for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream Tolka River and any associated downstream sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term dewatering effects where basement included. Operational Phase: No potential impact envisaged for Operational phase as there will be no long-term dewatering required. Possible local reduction in recharge. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
LRD6003/22-S3 315488	Cairn Homes Montrose Ltd Demolition of buildings, construction of 688 no. apartments (272 no. Build to Sell	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	units and 416 no. Build to Rent units), Hotel and associated site works. c.4.155 ha site which previously formed part of the overall RTÉ Campus at Montrose, Donnybrook, Dublin 4	Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Given the scale of the development, the construction of both projects could potentially impact local accessibility for the population traversing in and around Charlemont should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of Charlemont Station. This is a positive cumulative effect during operation.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with the nearby Dodder River watercourse for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of the Dodder River. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses (including the Dodder River watercourse) and any associated sensitive ecological habitats at both Dublin Bay. Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational phase as there will be no long-term dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
4936/22	Carn Lodge UC A 7 year planning permission for development and demolition of existing office block at ground level and above (6 no. storeys), partial demolition of basement slab and construction of new pad foundations, and construction of a new 9 no. storey office block. Includes double substation. Block 9 Harcourt Centre (Europa House), Harcourt Street and Charlotte Way, Dublin 2	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction activity and construction traffic as a result of this development and the construction of St Stephens Green Station/Charlemont Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and St Stephens Green Station/Charlemont Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
4962/22	Carra Shore (Telephone House) Limited The refurbishment/extension and change of use of the existing Telephone House, a vacant 8 storey building with 9th storey setback and plant at roof level above basement, from office to use as an aparthotel. Telephone House, Nos 43-46, Marlborough Street, Dublin 1.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Tara station.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative and Not Significant during construction. Positive and Slight during operation.
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects where basement included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
314253	Castlestar (Swords) Limited 7 year permission for 219 no. apartments, creche and all associated site works. Pinnock Hill, Fosterstown North, Swords, Co. Dublin.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Fosterstown station.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project as well as displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Increased disturbance effects arising from the Operational Phases may act cumulatively to permanently displace fauna from the locality.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Gaybrook River for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Malahide Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Gaybrook River) and any associated sensitive ecological habitats at Malahide Estuary. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Construction Phase: Development is adjacent to the proposed cutting track section. Potential for cumulative effects from settlement. Operational Phase: Cumulative impacts will be primarily related to construction, additional cumulative impacts during operation are not expected	Construction Phase: Proposed mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects Operational Phase: None required for operation	Construction Phase: Slight residual impacts. Operational Phase: No significant residual cumulative impact.
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: If construction is simultaneous, there is potential for slight to moderate additional effects on local landscape and visual amenity. Operational Phase: Potential for additional slight effects on local landscape and visual amenity. This is a substantial residential development just across the R132 and south-west of the proposed Fosterstown Station. This development will create an adjacent high rise element (7 stories) which will change the context for the proposed low-rise Fosterstown station. Being relatively high it could by comparison, reduce the impact of the station proposal. (Note also case ref. 313331)	Construction Phase: No specific mitigation proposed to reduce additional effects, beyond standard construction and operational practice. Operational Phase: No specific mitigation proposed to reduce additional effects, however the refinement of proposed planting could possibly be effective in reducing visual impact.	Construction Phase: Slight-moderate cumulative impacts, if construction is simultaneous. Operational Phase: Slight cumulative impacts.
4816/22	Cedar Real Estate Investments ICAV 8 storey office building (over single basement with plant level) (which includes a 170 sq. m. cafe/restaurant) 25-28 and 29-31, Adelaide Road, Dublin 2	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

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		Population & Land-Use:	Construction activity and construction traffic as a result of this development and the construction of Swords Central Station/Seatown Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Swords Central Station/Seatown Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Dodder for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the River Dodder) and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects where basement included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: If construction is simultaneous, there is some potential for slight cumulative effects on visual amenity. Operational Phase: Potential for additional slight effects on local landscape and visual amenity in the vicinity of the proposed Charlemont station. This development is located to the north-east of the station, across the canal, and fronts onto Charlemont Place (along the canal) as well as Adelaide Rd.	Construction Phase: No specific mitigation proposed to reduce additional effects, beyond standard construction and operational practice. Operational Phase: No specific mitigation proposed to reduce additional effects.	Construction Phase: Slight cumulative impacts, if construction is simultaneous. Operational Phase: Slight cumulative impacts.
F23A/0369	Clondev Properties Ltd. Construction of 9 no. two storey houses with ancillary private and public open spaces, boundary treatments and all associated site works to facilitate the development. Boroimhe Hazel, Fosterstown South, Swords, County Dublin	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Fosterstown station.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight to moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Nonetheless, the effects of habitat loss will remain significant at the local geographic scale for the habitats depositing / lowland rivers (FW2), drainage ditches (FW4), species-rich dry calcareous grassland (GS1), wet grassland (GS4), (mixed) broadleaved woodland (WD1), mixed conifer woodland (WD3), scattered trees and parkland (WD5), hedgerows (WL1), treelines (WL2) and immature woodland (WS2), and for the breeding bird species yellowhammer. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	Construction Phase: Surface water: Not Significant. Disturbance: Not significant Habitat loss: Significant at the local geographic scale and permanent. Operational Phase: Not Significant.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and potential nominal local reduction in recharge to ground. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Gaybrook River) and any associated sensitive ecological habitats at Malahide Estuary. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: . Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
5335/22	Collen Investment Limited Alterations and modifications to the existing building which has commercial units at ground floor and basement and 2 apartments at 1st and 2nd floors. 55-56 Talbot Street, Dublin 1	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects and nature of proposed project, there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
3054/22	Connolly Quarter Development Company Limited Mixed use development including: Construction of 4 no. office blocks 12 to 16 storeys in height including landscaped areas; and Construction of 187 no. Built-to-Rent (BTR) apartments and associated facilities 2 no. blocks. 'Dublin Arch', on a site adjacent to Connolly Station, Sheriff Street Lower, Dublin 1.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the O'Connell St station.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects and nature of proposed project, there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term dewatering effects where basement included. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
316119	Córas Iompair Éireann DART+ South West Electrified Heavy Railway Order - Hazelhatch & Celbridge Station to Heuston Station, and Heuston Station to Glasnevin. County Dublin and County Kildare.	Traffic & Transport:	Construction Phase: Potential Moderate, Negative impacts on rail users should both projects be constructed concurrently. No potential cumulative impact on the road network as DART+ South West will use the rail network to deliver materials. Operational Phase: Positive, long-term impacts during Operation Phase due to change in model shifts as a result of both projects.	Construction Phase: Co-ordination between both projects to minimise disruptions to rail users. Operational Phase: Not applicable	Construction Phase: Slight, Negative impact during Construction Phase. Operational Phase: Significant, Positive long term impact during Operational Phase
		Human Health:	Construction Phase: Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2. Operational Phase: Significant, positive cumulative impacts due to improved public transport services.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects. Given the scale of these developments across the region, journey amenity of the population and accessibility of social infrastructure may be impacted should these developments be constructed concurrently. Once operational, the proposed Project and this development will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Moderate during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Potential for moderate to significant cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant operational rail noise impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction and/or operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. There is potential for cumulative mortality effects on fauna species arising from collision/electrocution risk with vehicles/trains/overhead wires during the Operational Phases.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) Hydrology of the EIAR to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed to reduce mortality of fauna species during construction of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to reduce habitat severance/barrier effects on fauna species during construction of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce habitat severance/barrier effects on fauna species during operation of the proposed Project will mitigate potential cumulative impacts on fauna species.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. However the areas of impact on traffic are not predicted to overlap to a significant degree. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and nearby Royal Canal for example due to accidental pollution event during the construction and/or operation of this development on the downstream River Liffey and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1), along with CEMP for subject site, with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Soils & Geology:	Construction Phase: Dart scheme intersects with works area for the Metrolink at Glasnevin Station, potential for cumulative effects from alteration of source- pathway-receptor linkages relating to railway ground and from settlement. Operational Phase: Cumulative impacts will be primarily related to construction, additional cumulative impacts during operation are not expected	Construction Phase: Proposed mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects. Potential cumulative effects relating to ground contamination will need to be defined based on the extent and nature of the works. Operational Phase: None required for operation	Construction Phase: Slight residual impacts. Operational Phase: No significant residual cumulative impact.
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: Potential for cumulative effects on infrastructure and utilities at the proposed Glasnevin Station Operational Phase: None.	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	Construction Phase: Some cumulative impact though the works for DART+ form part of the Metrolink project and the additional potential impact on architectural heritage is not significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
314232	Córas Iompair Éireann DART+ West Railway Order Dublin City to Maynooth and M3 Parkway County Dublin, County Meath, County Kildare	Traffic & Transport:	Construction Phase: Potential Moderate, Negative impacts on rail users should both projects be constructed concurrently. No potential cumulative impact on the road network as DART+ West will use the rail network to deliver materials. Operational Phase: Positive, long-term impacts during Operation Phase due to change in model shifts as a result of both projects.	Construction Phase: Co-ordination between both projects to minimise disruptions to rail users. Operational Phase: Not applicable	Construction Phase: Slight, Negative impact during Construction Phase. Operational Phase: Significant, Positive long term impact during Operational Phase
		Human Health:	Construction Phase: Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2. Operational Phase: Significant, positive cumulative impacts due to improved public transport services.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects. Given the scale of these developments across the region, journey amenity of the population and accessibility of social infrastructure may be impacted should these developments be constructed concurrently. Once operational, the proposed Project and this development will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative, Slight during construction Positive, Moderate during operation
		Electromagnetic Interference:	Construction Phase: No cumulative impact with respect to EMR Operational Phase: Potential for constructive interference of the DC magnetic field vectors associated with both developments at the intersection point of the two alignments. No additional impacts on receptors will arise.	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for moderate to significant cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Slight to Moderate Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction and/or operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. There is potential for cumulative mortality effects on fauna species arising from collision/electrocution risk with vehicles/trains/overhead wires during the Operational Phases.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) Hydrology of the EIAR to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed to reduce mortality of fauna species during construction of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to reduce habitat severance/barrier effects on fauna species during construction of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce habitat severance/barrier effects on fauna species during operation of the proposed Project will mitigate potential cumulative impacts on fauna species.	Construction Phase: Surface water: Not Significant. Disturbance: Not significant Habitat loss: Significant at the local geographic scale and permanent. Operational Phase: Not Significant.
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. However the areas of impact on traffic are not predicted to overlap to a significant degree. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and nearby Royal Canal for example due to accidental pollution event during the construction and/or operation of this development on the downstream River Liffey and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1), along with CEMP for subject site, with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Construction Phase: Dart scheme intersects with works area for the Metrolink at Glasnevin Station, potential for cumulative effects from alteration of source- pathway-receptor linkages relating to railway ground and from settlement. Operational Phase: Cumulative impacts will be primarily related to construction, additional cumulative impacts during operation are not expected	Construction Phase: Proposed mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects. Potential cumulative effects relating to ground contamination will need to be defined based on the extent and nature of the works. Operational Phase: None required for operation	Construction Phase: Slight residual impacts. Operational Phase: No significant residual cumulative impact.
		Land Take:	Potential for overlap in land take boundaries at the proposed Glasnevin Station.	Engagement with Dart+ regarding land take requirements and scheduling of the construction works.	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: Potential for cumulative effects on infrastructure and utilities at the proposed Glasnevin Station Operational Phase: None.	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	Construction Phase: Some cumulative impact though the works for DART+ form part of the Metrolink project and the additional potential impact on architectural heritage is not significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: There is potential for additional effects as this development is contiguous and integrated with the proposed Project in the vicinity of Glasnevin station. However as the development occurs at track level, below surface ground level, impacts are likely to be largely contained within the site construction compound and excavation area. Operational Phase: Because the development occurs largely at a level below ground, additional landscape and visual effects are likely to be slight, at worst.	Construction Phase: No specific mitigation proposed to reduce additional effects, beyond standard construction and operational practice. Operational Phase: No specific mitigation proposed to reduce additional effects.	Construction Phase: Slight cumulative impacts. Operational Phase: Not significant.
313317	Cosgrave Developments Unlimited Company 255 no. apartments, creche and associated site works. Between Swift Square and Sports Surgery Clinic, Northwood Avenue, Santry, Dublin 9.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Northwood station	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight to moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction and/or operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in this EIAR to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Santry River for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream Santry River and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term dewatering effects where basement included. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
3251/22	Crawford Barrie Property Developments Limited Demolition of existing single storey sheds and the construction of a 4 storey apartment block consisting of 9no. Apartments. 61 Royal Canal Bank, Phibsborough, Dublin	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	7	Population & Land-Use:	Given the distance and the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Mater station.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in this EIAR to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) along with subject site CEMP with due cognisance of the hydraulic connectivity potential to public sewer and downstream receiving watercourses. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
F21A/0518	DAA PLC Alterations to section of the existing internal road network and associated works, on the Departures routes to and from the Terminal 1 and Terminal 2. Departures routes to and from the Terminal 1 & Terminal 2- Part of the central section of the Express Red Long-Term Car Park, Townlands of Corballis / Collinstown & Toberbunny, Dublin Airport, Dublin	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: Population growth and local authority plans already included within forecast modelling. Potential impact if pedestrian crossings are relocated or diversion of internal traffic network	Construction Phase: Liaise with developer to ensure coordination of construction vehicles. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dublin Airport station.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative and Not Significant during construction. Positive and Slight during operation.
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development sites. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SuDS design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) and Chapter 20 (Soils & Geology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats. In addition, specific mitigation measures will apply to the proposed development site. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SuDS design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) and Chapter 20 (Soils & Geology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with shallow bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. In addition, specific mitigation measures will apply to the proposed development site with regard to the water environment. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Construction Phase: Development is adjacent to the proposed Dublin Airport Station. Potential for cumulative effects from alteration of source-pathway-receptor linkages relating to the infilled former quarry and from settlement. Operational Phase: Cumulative impacts will be primarily related to construction, additional cumulative impacts during operation are not expected	Construction Phase: Proposed mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects. Potential cumulative effects relating to ground contamination will need to be defined based on the extent and nature of the works. Operational Phase: None required for operation	Construction Phase: Slight residual impacts. Operational Phase: No significant residual cumulative impact.
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to the scale and nature of this development, impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
F21A/0673	DAA PLC Development at site of c. 5,889 square metres; construction of a new vehicle access to the Naul road and agricultural gates to existing land within DAA ownership. In the Townland of Forrest Great at Dublin Airport, Co. Dublin	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Liaise with developer to ensure coordination of construction vehicles. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance and scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dublin Airport station.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative and Not Significant during construction. Positive and Slight during operation.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development sites. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SuDS design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) and Chapter 20 (Soils & Geology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats. In addition, specific mitigation measures will apply to the proposed development site. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SuDS design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) and Chapter 20 (Soils & Geology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with shallow bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. In addition, specific mitigation measures will apply to the proposed development site with regard to the water environment. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to the scale and nature of this development, impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
F23A/0132	DAA PLC The development will consist of an extension to the existing North Apron, to include the construction of new apron pavement and the rehabilitation of existing apron pavement (Total area of paving: c. 0.99ha.), along with associated ancillary development including surface water drainage and attenuation, electrical infrastructure, road markings and signage and elevated airfield lighting. Land at and adjoining the North Apron at Dublin Airport, Co. Dublin, in the townlands of Corballis and Cloghran	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Liaise with developer to ensure coordination of construction vehicles. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of St Stephens Green Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and St Stephens Green Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the St Stephens Green Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight to moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Slight Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the downstream Cuckoo Stream/Mayne River for example due to accidental pollution event during the construction and/or operation of this development on the watercourses which ultimately discharge to downstream habitats including Baldoyle Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SuDS design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) and Chapter 20 (Soils & Geology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats. In addition, specific mitigation measures will apply to the proposed development site. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SuDS design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) and Chapter 20 (Soils & Geology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with shallow bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. In addition, specific mitigation measures will apply to the proposed development site with regard to the water environment including with regard to SuDS design. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Construction Phase: Development is adjacent to tunnelled section, potential for cumulative effects from settlement Operational Phase: Cumulative impacts will be primarily related to construction, additional cumulative impacts during operation are not expected	Construction Phase: Proposed mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects Operational Phase: None required for operation	Construction Phase: Slight residual impacts. Operational Phase: No significant residual cumulative impact.
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: Potential for cumulative impact on utilities if overlapping construction periods. Operational Phase: No cumulative impact predicted	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to the scale and nature of this development, impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
F23A/0083	Devonmill Ltd. Demolition and reinstatement of existing hotel floorspace (c. 175 sq m) at ground floor level, internal alterations to the existing hotel floorspace and the demolition of an existing ESB substation (c. 31 sq m). Construction of a 4 storey hotel extension to the front (south-west) of the existing hotel building. The development will also include the provision of a replacement ESB substation (c. 31 sq m) Travelodge Dublin Airport North 'Swords', Pinnockhill, Swords, Co. Dublin, K67 K6R2	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction activity and construction traffic as a result of this development and the construction of Swords Central Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Swords Central Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for moderate to significant cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant residual impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Moderate Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Gaybrook watercourse for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Malahide Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Gaybrook watercourse) and any associated sensitive ecological habitats at Malahide Estuary. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Construction Phase: Development is adjacent to the proposed cutting track section. Potential for cumulative effects from settlement. Operational Phase: Cumulative impacts will be primarily related to construction, additional cumulative impacts during operation are not expected	Construction Phase: Proposed mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects Operational Phase: None required for operation	Construction Phase: Slight residual impacts. Operational Phase: No significant residual cumulative impact.
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: If the development is simultaneous with the proposed Project there is some potential for slight additional effects. Operational Phase: Potential for additional slight visual effects on local landscape and visual amenity, in the vicinity of Pinnock Hill Roundabout.	Construction Phase: No specific mitigation proposed to reduce additional effects, beyond standard construction and operational practice Operational Phase: No specific mitigation proposed to reduce additional effects, however the refinement of proposed planting could possibly be effective in reducing visual impact.	Construction Phase: Slight cumulative impacts, if construction is simultaneous. Operational Phase: Not significant.
LRD6022/23-S3	Donard Properties Limited Mixed-use development primarily comprising: 128 No. residential apartments, childcare facility, retail unit, healthcare unit and café/restaurant. No. 86 and Nos. 90-96 Jamestown Road, Inchicore, Dublin 8	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase:Coordination with Dublin City Council inline with Dublin City Council's "Directions for the Control & Management of Roadworks in Dublin City Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils/other waste material at the development site. Potential for cumulative impact on site drainage and connection with the River Camac for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the River Camac) and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil/ other waste material. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and potential [nominal] reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
3012/23 318865	DTDL Limited Reconfiguration and redevelopment of building up to 8 storeys. Inclusion of office spaces and reduction of car parking with all associated site works. St. Stephen's Green Shopping Centre, St. Stephen's Green, Dublin 2, D02 X309	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Coordination with Dublin City Council inline with Dublin City Council's "Directions for the Control & Management of Roadworks in Dublin City	Construction Phase: Not significant Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of St Stephens Green Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and St Stephens Green Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the St Stephens Green Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction/ rejuvenation works and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats as identified. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged for Operational Phase. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: . Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
5126/22	Dublin Central GP Limited Mixed-use scheme (c. 38,479 sq. m gross floor area) ranging in height from 2 - 8 storeys over single level basements. A structural box (120m length, 26m width, 34.5m depth) beneath the ground floor level that has been designed to accommodate the independent construction and operation of the planned O'Connell Street MetroLink Station No. 43 (a Protected Structure), No. 44 (a Protected Structure), Nos. 45 – 49, Nos. 50 – 51 O'Connell Street Upper (a vacant site, Nos. 52 – 54 (a Protected Structure), Nos. 55 – 56, No. 57 (a Protected Structure), No. 58, (a Protected Structure) and No. 6	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase:Coordination with Dublin City Council inline with Dublin City Council's "Directions for the Control & Management of Roadworks in Dublin City Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction activity and construction traffic as a result of this development and the construction of O'Connell Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and O'Connell Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential cumulative construction noise impacts of both projects are assessed in relevant EIARs for both. No significant cumulative impacts are forecast Operational Phase: The traffic impact assessment for this development include an assessment NDP projects such as MetroLink for design year impacts. Operational noise from ventilation plant from Metrolink at oversite development set using noise limits and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Slight to Moderate Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, short-term dewatering effects where basement included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Construction Phase: Development is part of the O'Connell Street Station redevelopment. Potential for cumulative effects from alteration of source-pathway-receptor linkages relating to the made ground / fill and from settlement. Operational Phase: Cumulative impacts will be primarily related to construction, additional cumulative impacts during operation are not expected	Construction Phase: Proposed mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects. Potential cumulative effects relating to ground contamination will need to be defined based on the extent and nature of the works. Operational Phase: None required for operation	Construction Phase: Slight residual impacts. Operational Phase: No significant residual cumulative impact.
		Land Take:	Potential for overlap in land take boundaries at the O'Connell Street Station.	Engagement with the developer regarding land take requirements and scheduling of the construction works.	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: Potential for cumulative impact on utilities if overlapping construction periods. Operational Phase: No cumulative impact predicted	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact

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		Architectural Heritage:	Construction Phase: Some cumulative impact though the works for this development in combination with the Metrolink project. The additional potential impact on architectural heritage is not significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: This development is contiguous with and integrates the design for the proposed O'Connell Street station which will sit beneath it. There is clearly potential for significant additional effects during construction. Operational Phase: The design of this development is integrated with the proposed O'Connell Street station and will sit above the station development. As such it will create significant additional effects, however since it effectively 'finishes out' the proposed O'Connell Street station development and reinstates the enclosure/containment of O'Connell Street above ground level, such effects would generally be seen as positive.	Construction Phase: No specific mitigation proposed to reduce additional effects, beyond standard construction and operational practice. Operational Phase: No specific mitigation proposed.	Construction Phase: Significant negative cumulative impacts. Operational Phase: Significant (positive) cumulative impacts.
2862/21 312642	Dublin Central GP Limited Permission for 7 years to include: 15 apartments, cafe/restaurant with takeaway facility, cultural use and office use, conservation/preservation works. 10-13 & 18-21 Moore Street, 5A Moore Lane & 6-7 & 10-12 Moore Lane & 17-18 Henry Place, Dublin 1	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase:Coordination with Dublin City Council inline with Dublin City Council's "Directions for the Control & Management of Roadworks in Dublin City Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction activity and construction traffic as a result of this development and the construction of O'Connell St Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and O'Connell St Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the O'Connell St station.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential cumulative construction noise impacts of both projects are assessed in relevant EIARs for both. No significant cumulative impacts are forecast Operational Phase: The traffic impact assessment for this development include an assessment NDP projects such as MetroLink for design year impacts. Operational noise from ventilation plant from Metrolink at oversite development set using noise limits and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Slight to Moderate Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

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		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, short-term dewatering effects where basement included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Potential for overlap in land take boundaries at the O'Connell Street Station.	Engagement with the developer regarding land take requirements and scheduling of the construction works.	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: Potential for cumulative impact on utilities if overlapping construction periods. Operational Phase: No cumulative impact predicted	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	Construction Phase: Some cumulative impact though the works for this development in combination with the Metrolink project. The additional potential impact on architectural heritage is not significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: There is some potential for slight additional effects if construction takes place simultaneously. Operational Phase: This development sits just south-west of the proposed O'Connell Street station (and the Dublin Central mixed-use scheme proposed above it - case ref. 5126/22). Because the proposed station sits below ground level there is little potential for additional visual effects, however there may be additional landscape effects created through the changes in the above-ground townscape context for the station.	Construction Phase: No specific mitigation proposed to reduce additional effects, beyond standard construction and operational practice. Operational Phase: No specific mitigation proposed.	Construction Phase: Slight cumulative impacts, if construction is simultaneous. Operational Phase: Slight (positive) cumulative impacts.
2861/21 312603	Dublin Central GP Limited PROTECTED STRUCTURE: Hotel, 1 restaurant/café with takeaway facility, retail units: shop/café with takeaway, retail units/shops. 79 Build to Rent Apartments, 1 two-storey building for cultural / gallery use with restaurant /	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase:Coordination with Dublin City Council inline with Dublin City Council's "Directions for the Control & Management of Roadworks in Dublin City Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

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	cafe. All associated and ancillary site works including repairs, refurbishment & conservation works. 36-41 Henry Street, 1-9 Moore Street, 3-13 Henry Place, Charles Court & Mulligan Lane, Dublin 1	Population & Land-Use:	Construction activity and construction traffic as a result of this development and the construction of O'Connell St Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and O'Connell St Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the O'Connell St station.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential cumulative construction noise impacts of both projects are assessed in relevant EIARs for both. No significant cumulative impacts are forecast Operational Phase: The traffic impact assessment for this development include an assessment NDP projects such as MetroLink for design year impacts. Operational noise from ventilation plant from Metrolink at oversite development set using noise limits and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Slight to Moderate Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, short-term dewatering effects where basement included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Land Take:	Potential for overlap in land take boundaries at the O'Connell Street Station.	Engagement with the developer regarding land take requirements and scheduling of the construction works.	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: Potential for cumulative impact on utilities if overlapping construction periods. Operational Phase: No cumulative impact predicted	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	Construction Phase: Some cumulative impact though the works for this development in combination with the Metrolink project. The additional potential impact on architectural heritage is not significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: There is some potential for slight additional effects if construction takes place simultaneously. Operational Phase: This development sits just south of the proposed O'Connell Street station (and the Dublin Central mixed-use scheme proposed above it - case ref. 5126/22). Because the proposed station sits below ground level there is little potential for additional visual effects, however there may be additional landscape effects created through the changes in the above-ground townscape context for the station.	Construction Phase: No specific mitigation proposed to reduce additional effects, beyond standard construction and operational practice. Operational Phase: No specific mitigation proposed.	Construction Phase: Slight cumulative impacts, if construction is simultaneous. Operational Phase: Slight (positive) cumulative impacts.
2863/21 313947	Dublin Central GP PROTECTED STRUCTURE: for a period of 15 years at a site. The proposed development comprises: A mixed-use scheme in a single building ranging in height from 2 - 6 storeys over single storey localised basement. Provision of part of a new public plaza and associated temporary works pending completion of the combined plaza with the concurrent planning application for the adjoining Site 4 immediately to the south. 22-25 Moore Street, 13 Moore Lane, 14-15 Moore Lane, Dublin 1	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase:Coordination with Dublin City Council inline with Dublin City Council's "Directions for the Control & Management of Roadworks in Dublin City Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction activity and construction traffic as a result of this development and the construction of O'Connell St Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and O'Connell St Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the O'Connell St station.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential cumulative construction noise impacts of both projects are assessed in relevant EIARs for both. No significant cumulative impacts are forecast Operational Phase: The traffic impact assessment for this development include an assessment NDP projects such as MetroLink for design year impacts. Operational noise from ventilation plant from Metrolink at oversite development set using noise limits and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Slight to Moderate Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, short-term dewatering effects where basement included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Potential for overlap in land take boundaries at the O'Connell Street Station.	Engagement with the developer regarding land take requirements and scheduling of the construction works.	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: Potential for cumulative impact on utilities if overlapping construction periods. Operational Phase: No cumulative impact predicted	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	Construction Phase: Some cumulative impact though the works for this development in combination with the Metrolink project. The additional potential impact on architectural heritage is not significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: There is some potential for slight additional effects if construction takes place simultaneously. Operational Phase: This development sits just west of the proposed O'Connell Street station (and the Dublin Central mixed-use scheme proposed above it - case ref. 5126/22). Because the proposed station sits below ground level there is little potential for additional visual effects, however there may be additional landscape effects created through the changes in the above-ground townscape context for the station.	Construction Phase: No specific mitigation proposed to reduce additional effects, beyond standard construction and operational practice. Operational Phase: No specific mitigation proposed.	Construction Phase: Slight cumulative impacts, if construction is simultaneous. Operational Phase: Slight (positive) cumulative impacts.
313738	Dublin City Council 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. Grand Canal Dock Basin and Grand Canal Quay to Sir John Rogerson's Quay, Dublin 2.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route and concrete batching plant). Operational Phase: No impact anticipated.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects and nature of proposed project, there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts. However, potential for cumulative impact due to removal of any contaminated soils at the development. Application site is at Grand Canal feature with potential for temporary increased suspended solids in water column and hence potential impact on downstream habitats of Dublin Bay as identified. Operational Phase: No potential impact envisaged for Operational phase. .	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) and Chapter 20 (Soils & Geology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream sensitive ecological habitats. In addition, specific mitigation measures will apply to the proposed development site notably due to in-water works. Identification of suitable disposal licenced sites for any potentially contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: No proposed mitigation. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

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		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
4599/23	Dublin City Council Part 8 - Dalymount Park The proposed development will consist of: The demolition of the existing stadium and structures located on the site; The development of a new c. 8,034 capacity stadium with provision for c. 6,240 seats and c. 1,794 standing and new modern floodlighting and associated facilities; A community facility with an area of 585sq. m over two floors. The provision of a public thoroughfare along the eastern boundary connecting North Circular Road and Connaught Street to include various eateries and a new public plaza. Dalymount Park, Phibsborough, Dublin 7.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route and concrete batching plant). Operational Phase: No impact anticipated.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Glasnevin Station/Mater Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Glasnevin Station/Mater Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Glasnevin Station/Mater Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: Metrolink does not have any significant airborne noise or vibration impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Potential for cumulative impacts for spread to Third Schedule Invasive species. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) and in the Invasive Species Management Plan contained in the outline CEMP in Appendix A5. 1 will ensure no spread of Third Schedule invasive species during construction. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the downstream River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged for Operational Phase. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: Potential for cumulative impact on utilities if overlapping construction periods. Operational Phase: No cumulative impact predicted	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
3927/22	Dublin City Council, Housing and Community Services Pursuant to the requirements of the above, notice is hereby given of the construction of 83 residential dwellings at a site c.1.07 ha at Collins Avenue, Whitehall, Dublin 9, which will consist of the following: •Two no. five-storey high blocks, containing: •48 no. new surface car parking spaces and 178 bicycle spaces; •Two new vehicular accesses off Collins Avenue, one to be used as service access; •Communal and public open space, boundary treatments, public lighting, site drainage works, internal road surfacing and footpath, ESB meter rooms, bin and bicycle storage, plant rooms, landscaping, play area; and, •All ancillary site services and development works above and below ground. Site c. 1.07 ha at Collins Avenue, Whitehall, Dublin 9	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase:Coordination with Dublin City Council inline with Dublin City Council's "Directions for the Control & Management of Roadworks in Dublin City Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of Collins Avenue Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Collins Avenue Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Collins Avenue Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not Significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any significant airborne noise impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Slight to Moderate Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with downstream watercourses including the Tolka River for example due to accidental pollution event during the construction and/or operation of this development on the watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses including the Tolka River and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged for Operational Phase. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
5387/22	Dublin City Council Planning and Development Regulations 2001 (as amended) - Part 8 The proposed development, which will be managed by Dublin City Council, comprises of: • Provision of 124 homes • Construction of two new apartment blocks • Construction of 10 no. duplex mews apartments to the west of the site. • Deep retrofit and extension to the 3 no, existing housing blocks to include an additional floor and side bay with modifications to all elevations. Constitution Hill, Dublin 7	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase:Coordination with Dublin City Council inline with Dublin City Council's "Directions for the Control & Management of Roadworks in Dublin City Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Mater Station/O'Connell St Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Mater Station/O'Connell St Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Mater Station/O'Connell St Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any significant airborne noise or vibration impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated [urban] soils at the development site. Potential for cumulative impact on site drainage and connection with the downstream River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
3180/23	Dublin City Council, Department of Housing and Community Services To partially demolish, reconstruct and refurbish residential properties 1 to 8 on Tyrrell Place, including the retention and refurbishment of the front (southeast) and side (southwest) elevations of the terrace, demolition of rear extensions and terrace roof, internal fit-out, drainage works and associated site works. 1-8 Tyrrell Place, Mountjoy, Dublin 1	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase:Coordination with Dublin City Council inline with Dublin City Council's "Directions for the Control & Management of Roadworks in Dublin City Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Mater station and O'Connell St Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the downstream River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated downstream sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged for Operational Phase. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
3926/22	Dublin City Council, Housing and Community Services Construction of 93 residential dwellings and construction of a link road from Shangan Road to the Ballymun Road. Site c. 1. 77 ha at Shangan Road, Ballymun, Dublin 9,	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase:Coordination with Dublin City Council inline with Dublin City Council's "Directions for the Control & Management of Roadworks in Dublin City Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the distance of the development, construction activity and construction traffic as a result of this development and the construction of Ballymun Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Ballymun Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Ballymun Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any significant airborne noise impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Slight to Moderate Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with downstream watercourses including the Ballymun stream, and the Santry River for example due to accidental pollution event during the construction and/or operation of this development on the watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. H Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses including the Ballymun stream and the Santry River and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged for Operational Phase. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
4931/22	Dublin City Council The demolition and reconstruction of these Dublin City Council owned residential properties, including the retention and refurbishment of the front elevations of both properties, demolition of rear garden shed at no. 21, internal fit-out, drainage works associated site works and construction of external pavement surfaces to front and rear gardens of both properties. 19 & 21, Connaught Street, Phibsborough, Dublin 7	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase:Coordination with Dublin City Council inline with Dublin City Council's "Directions for the Control & Management of Roadworks in Dublin City Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Glasnevin Station/ Mater Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any significant airborne noise or vibration impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with downstream watercourses including the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses including the River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged for Operational Phase. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: . Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
314791	Dublin City Council. 578 Residential units, Library/community hub, childcare facility, supermarket, 5 retail units, 2 café/restaurant units, open space and all associated works. Emmet Road, Inchicore, Dublin 8.	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Camac River for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including the River Liffey and Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Camac River and River Liffey) and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term [localised] dewatering effects, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
313320	Dwyer Nolan Developments Limited Demolition of former national school and existing buildings and construction of 927 no. apartments, creche and all associated site works. Former De La Salle National School, Ballyfermot Road, Ballyfermot, Dublin 10.	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in this EIAR to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the nearby River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to nearby River Liffey watercourse and downstream Dublin Bay with any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term [localised] dewatering effects, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with the nearby River Liffey watercourse and any associated sensitive ecological habitats downstream. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
313144	Dwyer Nolan Developments Ltd. 312 no. residential units (205 no. houses, 107 no. apartments across three blocks,	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	three storeys in height), childcare facility and associated site works. Regles, Minister's Road, Lusk, Co. Dublin.	Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development.	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects and nature of proposed project, there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in this EIAR to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of nearby watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: . Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of nearby watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
F22A/0709	Eamon & Jane Robinson 3no. two & half storey 4 bedroom detached dwelling; 1no two storey 4 bedroom detached dwelling. 3, Mountgorry, Malahide Road, Swords, Co. Dublin	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Swords Central station.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative and Not Significant during construction. Positive and Slight during operation.
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Greenfields Stream for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Malahide Estuary. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats at Malahide Estuary. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
313289	Eastwise Construction Swords Limited 472 no. apartments, creche and associated site works. 'Hartfield Place', Swords Road, Whitehall, Dublin 9.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development.	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in this EIAR to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with Dublin Bay for example due to accidental pollution event during the construction and/or operation of this development and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Tolka River) and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects where basement included, and potential local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
PARTXI/006/22	PART 8 OF THE PLANNING AND DEVELOPMENT REGULATIONS 2001 (AS AMENDED) Proposed demolition of 12 existing dwellings, and development of 36 new dwellings and associated site works to two sites at Seatown Road, Swords, Co.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	Dublin.	Population & Land-Use:	Construction Phase: Negative, Moderate, Short-term Given the distance of the development, construction activity and construction traffic as a result of this development and the construction of Seatown Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Seatown Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Seatown Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink rail noise levels are not significant at this location and therefore no significant cumulative operational noise levels from development are likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Slight Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and connection with the Seapoint Stream for example due to accidental pollution event during the construction and/or operation of this development on the watercourse and hence potential impact on downstream habitats including Malahide Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. . Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Seapoint Stream) and any associated sensitive ecological habitats at Malahide Estuary. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
PARTXI/004/22	PART 8 OF THE PLANNING AND DEVELOPMENT REGULATIONS 2001 (AS AMENDED) Proposed development of 121 dwellings, a creche, and associated site works at Mayeston, Poppintree, Dublin 11	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of Northwood Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Northwood Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Northwood Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with downstream watercourses (including the Santry River) for example due to accidental pollution event during the construction and/or operation of this development on the watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Santry River) and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged for Operational Phase. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
PARTXI/005/22	Part XI of the Planning & Development Act 2000 (as amended) and Part 8 of the Local Government Planning & Development Regulations 2001 (as amended). Proposed housing development at No. 30 & 32 North Street, Swords, Co. Dublin.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Short-term Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Seatown Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any significant airborne noise or vibration impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts during the construction phase if both developments are under construction at the same time and within 500m. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and connection with the Ward River for example due to accidental pollution event during the construction and/or operation of this development on the watercourse and hence potential impact on downstream habitats including Malahide Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Ward River) and any associated sensitive ecological habitats at Malahide Estuary. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
317346	Proposed development of 217 no. residential units, consisting of 121 no. houses and 96 no. apartments, ranging from 2-4 storeys in height, in a mixed tenure development. Church Fields East, Mulhuddart, Dublin 15.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Tolka River and Dublin Bay for example due to accidental pollution event during the construction and/or operation of this development and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Tolka River) and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects where basement included, and potential local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying [potentially shallow] bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
4880/22	Fitzwilliam Real Estate Developments Ltd Hotel development consisting of: (a) Demolition of the existing 3 No. storey Eircom structure, rooftop stairwell enclosures and existing rear extensions No. 97 Middle Abbey Street, top three open-air levels of the Arnotts' car park; (b) Construction of a 9 no. storey (with setbacks) over basement element fronting William's Lane, a 3 no. storey element above Arnotts' car park and 2 no. storey element above Arnotts store, to provide hotal; and (c) Change of use, refurbishment and extension of No. 97 Middle Abbey Street. 97 Middle Abbey St & 16/17 Prince's Street North, 19/25 Prince's Street North & 98-101 Middle Abbey Street & 102-107 Middle Abbey Steet & 2-3, 4 & 4A Proby's Lane & 7/7A and 8 Liffey Street Upper, Dublin 1.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction activity and construction traffic as a result of this development and the construction of O'Connell St Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and O'Connell St Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight to moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the nearby River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to nearby River Liffey watercourse and downstream Dublin Bay with any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with the nearby River Liffey watercourse and any associated sensitive ecological habitats downstream. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
313362	Gerard Gannon Properties 650 no. residential units (265 no. houses, 385 no. apartments) creche and associated site works. Lands to the south of Rathbeale Road and to the north and south of Main Street, Mooretown Distributor Road, Celestica/Motorola site, Swords, Co. Dublin.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the close proximity and scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Seatown station.	Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in this EIAR to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Broadmeadow River for example due to accidental pollution event during the construction and/or operation of this development on the river/ its tributaries and hence potential impact on downstream habitats including Malahide Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Broadmeadow River) and any associated sensitive ecological habitats at Malahide Estuary. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible [localised] short-term dewatering effects, and potential local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats, and with underlying [potentially shallow] bedrock in the area. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
313302	Gerard Ganon Properties 377 no. residential units (173 no. houses, 204 no. apartments), creche and associated site works. Lands to the north of Rathbeale Road and to the west of and north of Miller's Avenue and Glen Ellan Road, Oldtown, Swords, Co. Dublin.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in this EIAR to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Broadmeadow River for example due to accidental pollution event during the construction and/or operation of this development on the river/ its tributaries and hence potential impact on downstream habitats including Malahide Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Broadmeadow River) and any associated sensitive ecological habitats at Malahide Estuary. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible [localised] short-term dewatering effects, and potential local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats, and with underlying bedrock in the area. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
2683/21	Glenavon Developments Limited Construction of 5 to 6 storey apartment building accommodating 52 no. residential units. Glenavon House, 46 Ballymun Road, Glasnevin, Dublin 9	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Population & Land-Use:	Given the close proximity and scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Griffith Park station.	Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Tolka River for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Tolka River) and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term [localised] dewatering effects where basement included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
LRD0005/S3	Glenmont Properties Ltd Demolition of the existing temporary wastewater pumping station (c. 221 sqm) on the eastern part of the site and construction of 159 no. residential units including 114 houses and 45 apartments across 2 no. blocks. 305 no. car parking spaces and 185 no. bicycle parking spaces. Lands West of Golden Ridge & East of Kenure Park, Skerries Road, Rush, Co Dublin	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged for Operational phase. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
LRD0008/S3	Glenveagh Living Limited The construction of a residential development to accommodate 432 no. residential dwellings, a crèche and public open space. The site will accommodate 554 no. car parking spaces, 831 total no. bicycle parking spaces, new pedestrian/cycle links, road improvements, storage, services and plant areas. Landscaping will include communal amenity areas, and a significant public open space provision. Ballymastone, Donabate, Co. Dublin.	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Short-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Estuary Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Should the construction phases overlap, potential for cumulative distance on fauna resulting in displacement from the locality. Potential for direct habit loss arising from the construction of the proposed Project. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) of the EIAR and in the outline CEMP in Appendix A5. 1 to reduce disturbance impacts on faun species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged for Operational Phase. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
LRD6019/22-S3	Glenveagh Living Limited Large-scale Residential Development (LRD) encompassing 853 new homes comprising 343 social housing units, 340 cost rental units and 170 affordable purchase units A site of approx. 17.1 ha known as the 'Oscar Traynor Road Site, Dublin 5/Dublin	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	9, bounded by Coolock Lane (R104) to the north, Castletimon estate to the east, Lorcan estate to the south and by the N1 to the west, south-east of the M50 Junction 2 Interchange.	Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Given the scale of the development, the construction of both projects could potentially impact local accessibility for the population traversing in and around Ballymun should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of Ballymun Station. This is a positive cumulative effect during operation.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce changes in water quality, loss of habitat and disturbance impacts on fauna during the construction of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/near the development site. Potential for cumulative impact on site drainage and connection with the nearby Santry River watercourse for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of the Santry River. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses (including the Santry River watercourse) and any associated sensitive ecological habitats at both Dublin Bay. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no long-term dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
3164/23	Gold Run Properties Limited The development will consist of: The construction of 87 apartments. 62-64, Fenian Street, Nos. 2, 3, 4, 9 & 10 Bass Place and Nos. 1-3 Sandwith Street Upper, Dublin 2	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of Tara Station/ St Stephens Green Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Tara Station/ St Stephens Green Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Tara Station/ St Stephens Green Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: Metrolink does not have any significant airborne noise or vibration impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the River Liffey) and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and potential [nominal] reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
GSDZ4149/23	Grangegorman Development Agency PROTECTED STRUCTURE: Permission for development at St. Elizabeth's Court, North Circular Road and lands to the south accessed via Grangegorman Upper and Ivy Avenue at Grangegorman, Dublin 7, all located within the Grangegorman	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	Strategic Development Zone (SDZ). The development will consist of the demolition of a 17-bed residential mental health facility (St. Elizabeth's Court) and the construction of a 1-4 storey over basement Residential Care Neighbourhood St Elizabeth's Court, North Circular Road, and lands to the south accessed via Grangegorman Upper & Ivy Avenue at Grangegorman, Dublin 7.	Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Glasnevin Station/ Mater Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the downstream River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term dewatering effects where basement included. Operational Phase: No potential impact envisaged for Operational Phase as there will be no long-term dewatering required. Possible local reduction in recharge. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
F21A/0709	Hazelwood Walk Holdings Ltd Development of student accommodation buildings including extions and modification. Hazelwood Student Accommodation, Northwood Avenue, Santry, Dublin 9.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction activity and construction traffic as a result of this development and the construction of Northwood Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Northwood Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Northwood station.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight to moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Santry River for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream Santry River and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term [localised] dewatering effects where basement included. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
FW23A/0250	HPREF Dublin Office Dev Co 1 Limited The proposed development is located to the south of the development permitted under Reg. Ref.: FW20/0187 and to the east of the Development Permitted under Reg. Ref.: FW21A/0180. The proposed development consists of the construction of 1 no. light industrial unit, including ancillary office use / visitor centre / staff facilities / reception areas over two levels. Horizon Logistics Park (on lands known as Site P2), off the R108, at the townland of Silloge, St. Margaret's, Swords, Co. Dublin	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Northwood Station/ Dublin Airport Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight to moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Slight Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with the close by Santry River watercourse for example due to accidental pollution event during the construction and/or operation of this development on the river (including potential to impact on nearby tributaries to the Mayne River) and hence potential impact on downstream habitats including Dublin Bay and possibly Baldoyle Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of the adjacent Santry River. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses (including the Santry River/ Mayne watercourse) and any associated sensitive ecological habitats at both Dublin Bay and Baldoyle Estuary. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
FW23A/0278	HPREF Dublin Office DevCo 1 Limited Development at Horizon Logistics Park (known as Site G1), off the R108, at the townlands of Silloge and Harristown, St. Margaret's, Swords, Co. Dublin. Horizon Logistics Park (known as Site G1), off the R108, at the townlands of Silloge and Harristown, St. Margaret's, Swords, Co. Dublin	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Northwood Station/ Dublin Airport Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight to moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Slight Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Potential for loss of habitat in respect of Yellowhammer is not predicted to result in a change in breeding status or population level status. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with the close by Santry River watercourse for example due to accidental pollution event during the construction and/or operation of this development on the river (including potential to impact on nearby tributaries to the Mayne River) and hence potential impact on downstream habitats including Dublin Bay and possibly Baldoyle Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of the adjacent Santry River.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses (including the Santry River/ Mayne watercourse) and any associated sensitive ecological habitats at both Dublin Bay and Baldoyle Estuary. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
FW23A/0067	HPREF Dublin Office DevCo 1 Limited The construction of 1 no. light industrial / warehouse (including wholesale use) / logistics building (Unit F1) with a gross floor area (GFA) of c. 14,561 sq.m (including 1,644 sq.m of ancillary welfare, reception, and office space over three levels). The proposed building will have a main parapet height of c. 12.3 metres. On lands At Horizon Logistics Park (Known as site F1), Off The R108, At the townland	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	of Silloge, Swords, Co. Dublin	Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Nonetheless, the effects of habitat loss will remain significant at the local geographic scale for the habitats depositing / lowland rivers (FW2), drainage ditches (FW4), species-rich dry calcareous grassland (GS1), wet grassland (GS4), (mixed) broadleaved woodland (WD1), mixed conifer woodland (WD3), scattered trees and bird species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	Construction Phase: Surface water: Not Significant. Disturbance: Not significant Habitat loss: Significant at the local geographic scale and permanent. Operational Phase: Not Significant.
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Mayne River for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Baldoyle Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream Mayne River and any associated sensitive ecological habitats (Baldoyle Estuary Nature Reserve). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term [very localised] dewatering effects where lower level construction included. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
FW22A/0079	HPREF Dublin Office devCo 1 Limited The construction of 3 no. light industrial/warehouse (including wholesale use) / logistics buildings. Lands at Horizon Logistics Park (Known as Sites C and E), Off the R108, Townlands of Harristown, Sllogue and Ballymun, St. Margaret'S, Swords, Co. Dublin.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Nonetheless, the effects of habitat loss will remain significant at the local geographic scale for the habitats depositing / lowland rivers (FW2), drainage ditches (FW4), species-rich dry calcareous grassland (GS1), wet grassland (GS4), (mixed) broadleaved woodland (WD1), mixed conifer woodland (WD3), scattered trees and bird species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	Construction Phase: Surface water: Not Significant. Disturbance: Not significant Habitat loss: Significant at the local geographic scale and permanent. Operational Phase: Not Significant.
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Mayne River for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Baldoyle Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream Mayne River and any associated sensitive ecological habitats (Baldoyle Estuary Nature Reserve). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term [very localised] dewatering effects where lower level construction included. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
4077/23	IPUT plc Planning permission for development at a site comprising Deloitte House, 29 Earlsfort Terrace, Dublin 2 (formerly Teach Earlsfort/Earlsfort House) and Garryyard House (formerly 25-28) Earlsfort Terrace,	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	Dublin 2 and including a 2 level carpark to the rear of both office blocks. The site abuts No 24 Earlsfort Terrace (a protected structure). The intention is to demolish all existing structures on the site and to construct an exemplar replacement building, predominantly office workshop along with a dedicated arts & cultural facility incorporating a retail cafe. Deloitte House, 29 Earlsfort Terrace, Dublin 2	Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of St Stephens Green Station/Charlemont Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and St Stephens Green Station/Charlemont Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the St Stephens Green Station/Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: Metrolink does not have any significant airborne noise or vibration impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils/ C&D waste material at the development site. Operational Phase: No potential impact envisaged for Operational phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soils. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for any contaminated soils/ other waste material. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
3136/23	Irish Life Assurance plc Demolition of existing office development and construction of a new office development, including retail/cafe use and community facility. 1, Adelaide Road, Dublin 2	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction activity and construction traffic as a result of this development and the construction of Charlemont Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Charlemont Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont station.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage (for example to off-site River Liffey) and connection with the Grand Canal for example due to accidental pollution event during the construction and/or operation of this development on identified watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats (Dublin Bay). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term [very localised] dewatering effects where lower level construction included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
N/A	Irish Rail Navan Rail Line - Provision of a new rail line from the M3 Parkway terminus station (just west of Dunboyne) to Navan town	Traffic & Transport:	Construction Phase: No impact anticipated Operational Phase: No impact anticipated. Infrastructure already included within transport modelling	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Construction Phase: Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2. Operational Phase: Significant, positive cumulative impacts due to improved public transport services.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects and nature of proposed project, there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Any accidental discharges to ground from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged. Any accidental discharges to ground from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
314546	Ironborn Real Estate Limited 438 no. Build to Rent apartments in 9 blocks over 2-8 stories, creche and associated site works. Sector 3, Aiken's Village, Townland of Woodside and Kilgobbin, Stepaside, Dublin 18.	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Any accidental discharges to ground from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term [very localised] dewatering effects where lower level construction included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged. Any accidental discharges to ground from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
313223	Jacko Investments Limited Demolition of the existing buildings, construction of 146 no. apartments across four blocks ranging in height from four to six storeys, creche and associated site works. The Lord Mayor's Public House, Main Street, Swords, Co. Dublin.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction activity and construction traffic as a result of this development and the construction of Swords Central Station/Seatown Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Swords Central Station/Seatown Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Ward River/ Swords Glebe watercourses for example due to accidental pollution event during the construction and/or operation of this development on the watercourses identified and hence potential impact on downstream habitats including Malahide Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses as identified and any associated sensitive ecological habitats at Malahide Estuary. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term [very localised] dewatering effects with lower level construction, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats, as well as with the underlying [potentially shallow] bedrock in the area. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
312568	Jamestown Village Limited. Demolition of existing ESB substation,boundary treatments and the construction of a mixed use development across five no. blocks providing 321 no. Build to Rent apartments (ranging in five to six storeys in height) and c. 4,497 sqm of commercial uses. Former Factory Site, Finglas Business Centre, Jamestown Road, Dublin 11.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development.	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Tolka River for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Tolka River) and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects where lower level construction/ basement included, and potential local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
3752/21	Jepview Limited The development will consist of: i) demolition of existing vacant warehouse structure (2,241sqm) on-site; ii) construction of part 8 to part 15 storey, over basement level, contemporary glazed office building. No. 2 Grand Canal Quay, Dublin 2 and No. 1 Grand Canal Quay, Dublin 2	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance and the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Tara station.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative and Not Significant during construction. Positive and Slight during operation.
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term dewatering effects where basement included. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
LRD0012/S3	JOM Investments Unlimited Company Construction of a residential development comprising 3 no. apartment blocks comprising 192 no. apartment units to include 4 no. 1-bedroom units and 188 no. 2-bedroom units, shared residential services (concierge, multifunction unit and gymnasium), and open amenity spaces over a basement. Swift Square Office Park, Off Northwood Avenue, Santry, Dublin 9.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of Northwood Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Northwood Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Northwood Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Santry River for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream Santry River and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

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		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term dewatering effects where basement included. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Possible local reduction in recharge. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
313179	Kategale Limited 268 no. Build to Rent apartments over two blocks ranging in height from 5 to 11 storeys, creche and associated site works. Northwood Crescent, Santry, Dublin 9.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects could potentially affect local accessibility of the population in Northwood should these developments be constructed concurrently. Once operational, the proposed Project will improve the accessibility and to/from this development by way of Northwood Station. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR will be implemented during construction to reduce impact on population.	Negative, Slight during construction. Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight to moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction and/or operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Nonetheless, the effects of habitat loss will remain significant at the local geographic scale for the habitats depositing / lowland rivers (FW2), drainage ditches (FW4), species-rich dry calcareous grassland (GS1), wet grassland (GS4), (mixed) broadleaved woodland (WD1), mixed conifer woodland (WD3), scattered trees and parkland (WD5), hedgerows (WL1), treelines (WL2) and immature woodland (WS2), and for the breeding bird species yellowhammer. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	Construction Phase: Surface water: Not Significant. Disturbance: Not significant Habitat loss: Significant at the local geographic scale and permanent. Operational Phase: Not Significant.
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Santry River for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream Santry River and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term [localised] dewatering effects where lower level construction included. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
314894	Kilshane Energy Ltd. Proposed development of a 220kV Gas Insulated Switchgear (GIS) substation on lands at Kilshane Road, and an underground 220kV transmission line connection to the existing Cruiserath 220kV substation. Lands at Kilshane Road, Kilshane, Finglas, Dublin 11.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: None	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Although no impacts, mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site/ linear connection route. Potential for cumulative impact on site drainage and connection with the Huntstown Stream/ Ward River watercourses for example due to accidental pollution event during the construction and/or operation of this development on the watercourses identified and hence potential impact on downstream habitats including Malahide Estuary. Operational Phase: No potential impact envisaged for Operational phase as [limited] surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses as identified and any associated sensitive ecological habitats at Malahide Estuary. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site/ proposed transmission line route. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats, as well as with the underlying [potentially shallow] bedrock in the area. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
3903/21	Lidl Ireland GmbH The proposed development involves the demolition of all existing structures and development of a mixed use development on a site of 1.12 hectares The existing LIDL foodstore, 130 Slaney Road, Dublin Industrial Estate, Dublin 11 and the former petrol station on Finglas Road, Dublin 11.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Glasnevin station.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative and Not Significant during construction. Positive and Slight during operation.
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any [historically] contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the nearby Tolka River for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Tolka River) and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term [localised] dewatering effects where lower level construction included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying [potentially shallow] bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
LRD6005/23-S3	Linders of Smithfield Ltd. Construction of 2no. apartment blocks providing 96 no. apartments nd one duplex block providing 10 no. duplex units. Site known as Quadrant House, Chapelizod Road, and including the adjoining site known as 2b Chapelizod Village, (rear of 2	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	Mullingar Terrace), Chapelizod, Dublin 20	Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils/ C&D waste material at the development site. Potential for cumulative impact on site drainage and connection with the nearby River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the River Liffey) and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil/ other waste material. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and potential [nominal] reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
F22A/0365	Mainscourt Solar DAC Grid connection infrastructure to connect the approved solar photovoltaic ('PV') energy development comprising the laying of. 9,470 metres of 38kV underground electricity cables in ducts and associated infrastructure substantially under public roads and beneath the Ward River Bridge, Gracedieu Bridge and the Broadmeadow river by means of horizontal directional drilling. All in or in the vicinity of the townlands of Mainscourt, Roscall, Richardstown, Gracediew, Brownstown, Magillstown, Skidoo, Dollards, Balheary, Newtown, broadmeadow, Balheary Demesne, Seatown West, Swords Demesne, Mantua, Greenfields, Seatown East..	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects. Given the scale of these developments across the region, journey amenity of the population and accessibility of social infrastructure may be impacted should these developments be constructed concurrently. Once operational, the proposed Project and this development will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: None	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site/ linear connection route. Potential for cumulative impact on site drainage and connection with the Broadmeadow River/ Ward River watercourses for example due to accidental pollution event during the construction and/or operation of this development on the watercourses identified and hence potential impact on downstream habitats including Malahide Estuary. Operational Phase: No potential impact envisaged for Operational phase as [limited] surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the subject planning site specific mitigation measures as defined in addition to the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) for MetroLink with due cognisance of the hydraulic connectivity potential to downstream watercourses as identified and any associated sensitive ecological habitats at Malahide Estuary. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site/ proposed transmission line route. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the subject planning site specific mitigation measures as defined in addition to those defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) for MetroLink with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats, as well as with the underlying bedrock in the area. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
LRD6006/23-S3	Malkey Limited Large-scale Residential Development (LRD) comprising the demolition of existing industrial structures on site and the construction of a mixed-use development including artist studios, a creche, a retail unit, and a gym, and 133 No. residential	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	units. 158A, The former Leydens Wholesalers & Distributors, Richmond Road, Dublin 3, D03 YK12	Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Griffith Park Station/Glasnevin Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Griffith Park Station/Glasnevin Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Griffith Park Station/Glasnevin Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of this proposed Project as well as displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce changes in water quality, loss of habitat and disturbance impacts on fauna during the construction of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage, flood defence construction and connection with downstream watercourses including the Tolka River for example due to accidental pollution event during the construction and/or operation of this development on the watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Possible reduction in recharge area. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses including the Tolka River and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged for Operational Phase. Possible reduction in recharge area. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
LRD0024/S3	Marina Quarter Ltd Construction of 580 no. residential units consisting of 468 no. houses and 112 no. apartment and duplex units Lands at Hollystown-Kilmartin, Dublin15	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

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		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the tributaries to the River Camac which discharges to the River Liffey and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil (albeit minimal). In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of potential contact with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
313443	Midsal Homes Limited Demolition of dwellings known as 'Glenina' and 'Karuna'. construction of 137 no. apartments, 4 blocks, 1-6 stories and associated site works. 'Karuna' and 'Glenina', Sandyford Road, Dublin 18.	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Any accidental discharges to ground from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term [very localised] dewatering effects where lower level construction included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged. Any accidental discharges to ground from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
4937/22	Millers Glen UC A 7 year planning permission for development. Reconfiguration and extension of the exiting office block. Block 1, Harcourt Centre, Harcourt Street, Dublin 2	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Population & Land-Use:	Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. However only Slight impact expected given the nature of the development. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the St Stephens Green station.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative and Not Significant during construction. Positive and Slight during operation.
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects and nature of proposed project, there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
3580/23	Molesworth Hospitality Limited PROTECTED STRUCTURE: PERMISSION: 1. The development will consist of the following: (i) Demolition of existing Nightclub/ Ballroom; (ii) construction of a new bedroom wing to rear of No's 1 & 2 Gt. Denmark St, facing Frederic Ct.; (iii) construction of a new link building between the new bedroom wing and the back of No. 2 Gt. Denmark St; (iv) construction of a single storey atrium / restaurant between (ii) & (iii) and the back of No's 1 & 2 Gt. Denmark St; (v) construction of an additional set back 5th floor to the existing back block of No. 7 Gardiner Row facing on to Frederick Ct; (vi) construction of an additional floor to the return / link building of No. 7 Gardiner Row; (vii) alterations to the ground floor and basement of both No's. 1 & 2 Gt. Denmark St; (viii) works to link No. 7 Gardiner Row to No. 1 Gt. Denmark St. at all levels; (ix) replacement of all windows at front and back in No's 1 & 2 Gt. Denmark St; (x) all associated site works. Hotel 7, (No. 7 Gardiner Row)and Barry's Hotel (No's 1 & 2 Denmark Street Great, Dublin 1	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects. Given the scale of these developments across the region, journey amenity of the population and accessibility of social infrastructure may be impacted should these developments be constructed concurrently. Once operational, the proposed Project and this development will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative, Slight during construction Positive, Moderate during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

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		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated [urban] soils at the development site. Potential for cumulative impact on site drainage and connection with the downstream River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
313509	National Transport Authority Belfield/Blackrock to City Centre BusConnect Core Bus Corridor Scheme.	Traffic & Transport:	Construction Phase: Potential Slight, Negative cumulative impacts should both projects overlap during Construction Phase due to proximity of HGV routes. Operational Phase: Potential Significant, Positive, long-term cumulative impacts should both projects progress due to change in model shifts.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	No significant residual cumulative impact
		Human Health:	Construction Phase: Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2. Operational Phase: Significant, positive cumulative impacts due to improved public transport services.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects. Given the scale of these developments across the region, journey amenity of the population and accessibility of social infrastructure may be impacted should these developments be constructed concurrently. Once operational, the proposed Project and this development will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative, Slight during construction Positive, Moderate during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight cumulative construction noise impacts at commonly affected NSLsin city centre area if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for both developments include an assessment NDP projects such as MetroLink and bus connects for design year impacts assuming both are in place concurrently. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

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		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the operation Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Nonetheless, the effects of habitat loss will remain significant at the local geographic scale for the habitats depositing / lowland rivers (FW2), drainage ditches (FW4), species-rich dry calcareous grassland (GS1), wet grassland (GS4), (mixed) broadleaved woodland (WD1), mixed conifer woodland (WD3), scattered trees and parkland (WD5), hedgerows (WL1), treelines (WL2) and immature woodland (WS2). Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	Construction Phase: Surface water: Not Significant. Disturbance: Not significant Habitat loss: Significant at the local geographic scale and permanent. Operational Phase: Not Significant.
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils along the linear connection route. Potential for cumulative impact on site drainage and connection with South Dublin Bay for example due to accidental pollution event during the construction of this development and hence potential impact on downstream habitats including Dublin Bay area. Operational Phase: No potential impact envisaged for Operational phase as additional surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the proposed corridor route. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
317742	National Transport Authority Bray to City Centre BusConnect Core Bus Corridor Scheme.	Traffic & Transport:	Construction Phase: Potential Slight, Negative cumulative impacts should both projects overlap during Construction Phase due to proximity of HGV routes. Operational Phase: Potential Significant, Positive, long-term cumulative impacts should both projects progress due to change in model shifts.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	No significant residual cumulative impact
		Human Health:	Construction Phase: Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2. Operational Phase: Significant, positive cumulative impacts due to improved public transport services.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects. Given the scale of these developments across the region, journey amenity of the population and accessibility of social infrastructure may be impacted should these developments be constructed concurrently. Once operational, the proposed Project and this development will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative, Slight during construction Positive, Moderate during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic noise impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for both developments include an assessment NDP projects such as MetroLink and bus connects for design year impacts assuming both are in place concurrently. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Nonetheless, the effects of habitat loss will remain significant at the local geographic scale for the habitats depositing / lowland rivers (FW2), drainage ditches (FW4), species-rich dry calcareous grassland (GS1), wet grassland (GS4), (mixed) broadleaved woodland (WD1), mixed conifer woodland (WD3), scattered trees and parkland (WD5), hedgerows (WL1), treelines (WL2) and immature woodland (WS2). Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils along the linear connection route. Potential for cumulative impact on site drainage and connection with South Dublin Bay for example due to accidental pollution event during the construction of this development and hence potential impact on downstream habitats including Dublin Bay area. Operational Phase: No potential impact envisaged for Operational phase as additional surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the proposed corridor route. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Construction Phase: City centre end of route terminates at St. Stephen's green, near the MetroLink St Stephen's Green station and tunnel section. Potential for cumulative effects from settlement. Operational Phase: Cumulative impacts will be primarily related to construction, additional cumulative impacts during operation are not expected	Construction Phase: Proposed mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects Operational Phase: None required for operation	Construction Phase: Slight residual impacts. Operational Phase: No significant residual cumulative impact.
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: If construction is simultaneous, there is the potential for additional slight effects on local landscape and visual amenity due to adjacency with the southern end of the St. Stephen's Green Station. Operational Phase: Very slight potential for additional effects.	Construction Phase: No specific mitigation proposed to reduce additional effects, beyond standard construction and operational practice. Operational Phase: Development of integrated design detail. Beyond this, no specific mitigation is proposed to reduce additional effects.	Construction Phase: Slight cumulative impacts, if construction is simultaneous. Operational Phase: Not significant.
313892	National Transport Authority Bus Connects Blanchardstown to City Centre Core Bus Corridor Scheme	Traffic & Transport:	Construction Phase: Potential Slight, Negative cumulative impacts should both projects overlap during Construction Phase due to proximity of HGV routes. Operational Phase: Potential Significant, Positive, long-term cumulative impacts should both projects progress due to change in model shifts.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Human Health:	Construction Phase: Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2. Operational Phase: Significant, positive cumulative impacts due to improved public transport services.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects. Given the scale of these developments across the region, journey amenity of the population and accessibility of social infrastructure may be impacted should these developments be constructed concurrently. Once operational, the proposed Project and this development will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative, Slight during construction Positive, Moderate during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back and screened from each other such that no likely cumulative construction noise impacts will occur. Potential for cumulative construction traffic noise impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for both developments include an assessment NDP projects such as MetroLink and bus connects for design year impacts assuming both are in place concurrently. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in this EIAR to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils along the linear connection route. Potential for cumulative impact on site drainage and connection with the Tolka River for example due to accidental pollution event during the construction of this linear development and hence potential impact on downstream habitats including Dublin Bay area. Operational Phase: No potential impact envisaged for Operational phase as additional surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourse(s) and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

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		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the proposed corridor route. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Potential for overlap in land take boundaries along the R108.	Engagement with NTA regarding land take requirements and scheduling of the construction works.	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
314610	National Transport Authority BusConnects Ballymun/Finglas to City Centre Core Bus Corridor Scheme	Traffic & Transport:	Construction Phase: Potential Moderate, Negative cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: Potential Significant, Positive, long-term cumulative impacts should both projects progress due to change in model shifts.	Construction Phase: Construction Phases will not happen concurrently at all stations. Station Box Excavation in some locations will overlap with the BusConnects Works and the contract will need to include a clause to liaise with the construction team working on the BusConnects works regarding coordinating traffic management. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Potential Significant, Positive, long-term cumulative impacts
		Human Health:	Construction Phase: Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2. Operational Phase: Significant, positive cumulative impacts due to improved public transport services.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects. Given the scale of these developments across the region, journey amenity of the population and accessibility of social infrastructure may be impacted should these developments be constructed concurrently. Once operational, the proposed Project and this development will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative, Slight during construction Positive, Moderate during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for moderate to significant cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic noise impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for both developments include an assessment NDP projects such as MetroLink and bus connects for design year impacts assuming both are in place concurrently. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Slight to moderate Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Nonetheless, the effects of habitat loss will remain significant at the local geographic scale for the habitats depositing / lowland rivers (FW2), drainage ditches (FW4), species-rich dry calcareous grassland (GS1), wet grassland (GS4), (mixed) broadleaved woodland (WD1), mixed conifer woodland (WD3), scattered trees and parkland (WD5), hedgerows (WL1), treelines (WL2) and immature woodland (WS2). Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Potential for some cumulative impacts from road traffic emissions if construction periods are overlapping. Operational Phase: Not significant
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils along the linear connection route. Potential for cumulative impact on site drainage and connection with the Tolka River/ Bachelors Stream for example due to accidental pollution event during the construction of this linear development and hence potential impact on downstream habitats including Dublin Bay area. Operational Phase: No potential impact envisaged for Operational phase as additional surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourse(s) and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the proposed corridor route. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Construction Phase: This route crosses the Metrolink tunnel section around Glasnevin. Potential for cumulative effects from settlement. Operational Phase: Cumulative impacts will be primarily related to construction, additional cumulative impacts during operation are not expected	Construction Phase: Proposed mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects Operational Phase: None required for operation	Construction Phase: Slight residual impacts. Operational Phase: No significant residual cumulative impact.
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: If construction is simultaneous, there is the potential for additional significant effects on local landscape and visual amenity. Operational Phase: Potential for additional effects on local landscape and visual amenity. The proposed Project is contiguous in several locations (e. g. , at Northwood, Ballymun, Collins Ave. , Griffith Park, and Glasnevin stations and at Albert College intervention shaft). The proposed BusConnects Works will impact on roadways, footpaths etc. and may result in tree removal. (The proposed Project landscape design accommodates current BusConnects proposals but would not be responsible for example, for its associated removal of trees).	Construction Phase: No specific mitigation proposed to reduce additional effects, beyond standard construction and operational practice. Operational Phase: Development of integrated design detail. Beyond this, no specific mitigation is proposed to reduce additional effects.	Construction Phase: Slight cumulative impacts, if construction is simultaneous. Operational Phase: Slight-moderate cumulative impacts.
314942	National Transport Authority BusConnects Lucan to City Centre Core Bus Corridor Scheme	Traffic & Transport:	Construction Phase: Potential Slight, Negative cumulative impacts should both projects overlap during Construction Phase due to proximity of HGV routes. Operational Phase: Potential Significant, Positive, long-term cumulative impacts should both projects progress due to change in model shifts.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	No significant residual cumulative impact
		Human Health:	Construction Phase: Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2. Operational Phase: Significant, positive cumulative impacts due to improved public transport services.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects. Given the scale of these developments across the region, journey amenity of the population and accessibility of social infrastructure may be impacted should these developments be constructed concurrently. Once operational, the proposed Project and this development will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative, Slight during construction Positive, Moderate during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back and screened from each other such that no likely cumulative construction noise impacts will occur. Potential for cumulative construction traffic noise impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for both developments include an assessment NDP projects such as MetroLink and bus connects for design year impacts assuming both are in place concurrently. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils along the linear connection route. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction of this linear development and hence potential impact on downstream habitats including Dublin Bay area. Operational Phase: No potential impact envisaged for Operational phase as additional surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourse(s) and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the proposed corridor route. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
317121	National Transport Authority BusConnects Swords to City Centre Bus Corridor Scheme.	Traffic & Transport:	Construction Phase: Potential Moderate, Negative cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: Potential Significant, Positive, long-term cumulative impacts should both projects progress due to change in model shifts.	Construction Phase: Liaise between projects to coordinate programming to minimise impact on network Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Potential Significant, Positive, long-term cumulative impacts
		Human Health:	Construction Phase: Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2. Operational Phase: Significant, positive cumulative impacts due to improved public transport services.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects. Given the scale of these developments across the region, journey amenity of the population and accessibility of social infrastructure may be impacted should these developments be constructed concurrently. Once operational, the proposed Project and this development will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative, Slight during construction Positive, Moderate during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Potential for moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic noise impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for both developments include an assessment NDP projects such as MetroLink and bus connects for design year impacts assuming both are in place concurrently. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Not significant to slight Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation n of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Potential for some cumulative impacts from road traffic emissions if construction periods are overlapping. Operational Phase: Not significant
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils along the linear connection route. Potential for cumulative impact on site drainage and connection with identified watercourses (for example Gaybrook Stream, Sluice River, Cuckoo Stream, Mayne River, Santry River, Tolka River, Royal Canal and River Liffey) due to accidental pollution event during the construction of this linear development and hence potential impact on downstream habitats including Malahide Estuary/ Baldoyle Estuary/ Dublin Bay area. Operational Phase: No potential impact envisaged for Operational phase as additional surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourse(s) and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the proposed corridor route. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Construction Phase: This route shares the Metrolink route along the R132 in Swords and crosses the tunnelled section in the city centre. Potential for cumulative effects from settlement. Operational Phase: Cumulative impacts will be primarily related to construction, additional cumulative impacts during operation are not expected	Construction Phase: Proposed mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects Operational Phase: None required for operation	Construction Phase: Slight residual impacts. Operational Phase: No significant residual cumulative impact.
		Land Take:	Potential for overlap in land take boundaries along the R132.	Engagement with NTA regarding land take requirements and scheduling of the construction works.	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: If construction is simultaneous, there is the potential for additional significant effects on local landscape and visual amenity. Operational Phase: Potential for additional effects on local landscape and visual amenity. The proposed Project is contiguous in several locations (e. g. , along R132, Fosterstown Station and ultimately at Parnell Sq. , close to O'Connell Street Station). The proposed BusConnects Works will impact on roadways, footpaths etc. and may result in tree removal. (The proposed Project landscape design accommodates current BusConnects proposals but would not be responsible for example, for its associated removal of trees).	Construction Phase: No specific mitigation proposed to reduce additional effects, beyond standard construction and operational practice. Operational Phase: Development of integrated design detail. Beyond this, no specific mitigation is proposed to reduce additional effects.	Construction Phase: Slight cumulative impacts, if construction is simultaneous. Operational Phase: Slight-moderate cumulative impacts.
313182	National Transport Authority Clongriffin to City Centre BusConnect Core Bus Corridor Scheme.	Traffic & Transport:	Construction Phase: Potential Slight, Negative cumulative impacts should both projects overlap during Construction Phase due to proximity of HGV routes. Operational Phase: Potential Significant, Positive, long-term cumulative impacts should both projects progress due to change in model shifts.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	No significant residual cumulative impact
		Human Health:	Construction Phase: Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2. Operational Phase: Significant, positive cumulative impacts due to improved public transport services.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects. Given the scale of these developments across the region, journey amenity of the population and accessibility of social infrastructure may be impacted should these developments be constructed concurrently. Once operational, the proposed Project and this development will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative, Slight during construction Positive, Moderate during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back and screened from each other such that no likely cumulative construction noise impacts will occur. Potential for cumulative construction traffic noise impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for both developments include an assessment NDP projects such as MetroLink and bus connects for design year impacts assuming both are in place concurrently. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils along the linear connection route. Potential for cumulative impact on site drainage and connection with identified watercourses (for example Mayne River, Santry River, Tolka River, and River Liffey) due to accidental pollution event during the construction of this linear development and hence potential impact on downstream habitats including Baldoyle Estuary/ Dublin Bay area. Operational Phase: No potential impact envisaged for Operational phase as additional surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourse(s) and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the proposed corridor route. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
317660	National Transport Authority Kimmage to City Centre BusConnect Core Bus Corridor Scheme.	Traffic & Transport:	Construction Phase: Potential Slight, Negative cumulative impacts should both projects overlap during Construction Phase due to proximity of HGV routes. Operational Phase: Potential Significant, Positive, long-term cumulative impacts should both projects progress due to change in model shifts.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	No significant residual cumulative impact
		Human Health:	Construction Phase: Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2. Operational Phase: Significant, positive cumulative impacts due to improved public transport services.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects. Given the scale of these developments across the region, journey amenity of the population and accessibility of social infrastructure may be impacted should these developments be constructed concurrently. Once operational, the proposed Project and this development will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative, Slight during construction Positive, Moderate during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back and screened from each other such that no likely cumulative construction noise impacts will occur. Potential for cumulative construction traffic noise impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for both developments include an assessment NDP projects such as MetroLink and bus connects for design year impacts assuming both are in place concurrently. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils along the linear connection route. Potential for cumulative impact on site drainage and connection with identified watercourses (for example River Poddle and River Liffey) due to accidental pollution event during the construction of this linear development and hence potential impact on downstream habitats including Baldoyle Estuary/ Dublin Bay area. Operational Phase: No potential impact envisaged for Operational phase as additional surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourse(s) and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the proposed corridor route. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
314056	National Transport Authority Liffey Valley to City Centre BusConnect Core Bus Corridor Scheme.	Traffic & Transport:	Construction Phase: Potential Slight, Negative cumulative impacts should both projects overlap during Construction Phase due to proximity of HGV routes. Operational Phase: Potential Significant, Positive, long-term cumulative impacts should both projects progress due to change in model shifts.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	No significant residual cumulative impact
		Human Health:	Construction Phase: Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2. Operational Phase: Significant, positive cumulative impacts due to improved public transport services.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects. Given the scale of these developments across the region, journey amenity of the population and accessibility of social infrastructure may be impacted should these developments be constructed concurrently. Once operational, the proposed Project and this development will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative, Slight during construction Positive, Moderate during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back and screened from each other such that no likely cumulative construction noise impacts will occur. Potential for cumulative construction traffic noise impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for both developments include an assessment NDP projects such as MetroLink and bus connects for design year impacts assuming both are in place concurrently. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils along the linear connection route. Potential for cumulative impact on site drainage and connection with the Camac River/ River Liffey for example due to accidental pollution event during the construction of this linear development and hence potential impact on downstream habitats including Dublin Bay area. Operational Phase: No potential impact envisaged for Operational phase as additional surface water run-off will be attenuated as required by planning	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourse(s) and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the proposed corridor route. Operational Phase: . Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
317679	National Transport Authority Ringsend to City Centre BusConnect Core Bus Corridor Scheme.	Traffic & Transport:	Construction Phase: Potential Slight, Negative cumulative impacts should both projects overlap during Construction Phase due to proximity of HGV routes. Operational Phase: Potential Significant, Positive, long-term cumulative impacts should both projects progress due to change in model shifts.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	No significant residual cumulative impact
		Human Health:	Construction Phase: Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2. Operational Phase: Significant, positive cumulative impacts due to improved public transport services.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects. Given the scale of these developments across the region, journey amenity of the population and accessibility of social infrastructure may be impacted should these developments be constructed concurrently. Once operational, the proposed Project and this development will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative, Slight during construction Positive, Moderate during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back and screened from each other such that no likely cumulative construction noise impacts will occur. Potential for cumulative construction traffic noise impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for both developments include an assessment NDP projects such as MetroLink and bus connects for design year impacts assuming both are in place concurrently. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

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		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Nonetheless, the effects of habitat loss will remain significant at the local geographic scale for the habitats depositing / lowland rivers (FW2), drainage ditches (FW4), species-rich dry calcareous grassland (GS1), wet grassland (GS4), (mixed) broadleaved woodland (WD1), mixed conifer woodland (WD3), scattered trees and parkland (WD5), hedgerows (WL1), treelines (WL2) and immature woodland (WS2). Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	Construction Phase: Surface water: Not Significant. Disturbance: Not significant Habitat loss: Significant at the local geographic scale and permanent. Operational Phase: Not Significant.
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Potential for some cumulative impacts from road traffic emissions if construction periods are overlapping. Operational Phase: Not significant
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils along the linear connection route. Potential for cumulative impact on site drainage and connection with the Dodder River/ River Liffey for example due to accidental pollution event during the construction of this linear development and hence potential impact on downstream habitats including Dublin Bay area. Operational Phase: No potential impact envisaged for Operational phase as additional surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourse(s) and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. . In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the proposed corridor route. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.

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		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
316828	National Transport Authority Tallaght/Clondalkin to City Centre BusConnect Core Bus Corridor Scheme.	Traffic & Transport:	Construction Phase: Potential Slight, Negative cumulative impacts should both projects overlap during Construction Phase due to proximity of HGV routes. Operational Phase: Potential Significant, Positive, long-term cumulative impacts should both projects progress due to change in model shifts.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	No significant residual cumulative impact
		Human Health:	Construction Phase: Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2. Operational Phase: Significant, positive cumulative impacts due to improved public transport services.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects. Given the scale of these developments across the region, journey amenity of the population and accessibility of social infrastructure may be impacted should these developments be constructed concurrently. Once operational, the proposed Project and this development will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative, Slight during construction Positive, Moderate during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back and screened from each other such that no likely cumulative construction noise impacts will occur. Potential for cumulative construction traffic noise impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for both developments include an assessment NDP projects such as MetroLink and bus connects for design year impacts assuming both are in place concurrently. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Nonetheless, the effects of habitat loss will remain significant at the local geographic scale for the habitats depositing / lowland rivers (FW2), drainage ditches (FW4), species-rich dry calcareous grassland (GS1), wet grassland (GS4), (mixed) broadleaved woodland (WD1), mixed conifer woodland (WD3), scattered trees and parkland (WD5), hedgerows (WL1), treelines (WL2) and immature woodland (WS2). Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	Construction Phase: Surface water: Not Significant. Disturbance: Not significant Habitat loss: Significant at the local geographic scale and permanent. Operational Phase: Not Significant.
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils along the linear connection route. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction of this linear development and hence potential impact on downstream habitats including Dublin Bay area. Operational Phase: No potential impact envisaged for Operational phase as additional surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourse(s) and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the proposed corridor route. Operational Phase: . Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
316272	National Transport Authority Templeogue/Rathfarnham to City Centre BusConnect Core Bus Corridor Scheme.	Traffic & Transport:	Construction Phase: Potential Slight, Negative cumulative impacts should both projects overlap during Construction Phase due to proximity of HGV routes. Operational Phase: Potential Significant, Positive, long-term cumulative impacts should both projects progress due to change in model shifts.	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	No significant residual cumulative impact
		Human Health:	Construction Phase: Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2. Operational Phase: Significant, positive cumulative impacts due to improved public transport services.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects. Given the scale of these developments across the region, journey amenity of the population and accessibility of social infrastructure may be impacted should these developments be constructed concurrently. Once operational, the proposed Project and this development will improve journey alternatives and interactions at the local and regional level and increase accessibility of employment and social infrastructure and the capacity for high density development that can deliver strategic benefits. This is a positive cumulative effect during operation.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative, Slight during construction Positive, Moderate during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Nonetheless, the effects of habitat loss will remain significant at the local geographic scale for the habitats depositing / lowland rivers (FW2), drainage ditches (FW4), species-rich dry calcareous grassland (GS1), wet grassland (GS4), (mixed) broadleaved woodland (WD1), mixed conifer woodland (WD3), scattered trees and parkland (WD5), hedgerows (WL1), treelines (WL2) and immature woodland (WS2). Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	Construction Phase: Surface water: Not Significant. Disturbance: Not significant Habitat loss: Significant at the local geographic scale and permanent. Operational Phase: Not Significant.
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils along the linear connection route. Potential for cumulative impact on site drainage and connection with the River Poddle/ River Liffey for example due to accidental pollution event during the construction of this linear development and hence potential impact on downstream habitats including Dublin Bay area. Operational Phase: No potential impact envisaged for Operational phase as additional surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourse(s) and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the proposed corridor route. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
4853/22	O'Cualann Cohousing Alliance CLG 34 no. affordable residential units; 17no. 1 bedroom sheltered housing units in a single storey complex Site know as site 19, Ballymun, Dublin 11	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance and scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Northwood station.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects and nature of proposed project, there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Santry River for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will typically be mitigated by interceptor/ SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream Santry River and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will typically be mitigated by interceptor/ SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
3883/23	ORHRE Camden Row Limited Permission for development at this (c. 0. 113 ha) site. The development will consist of the demolition of the existing building on site (c. 2,155. 9 sq. m) and the construction of a 7 storey (over basement) hotel . 12 Camden Row, Saint Kevin's, Dublin 8	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of St Stephens Green Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and St Stephens Green Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the St Stephens Green Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated [urban] soils at the development site. Potential for cumulative impact on site drainage and connection with the downstream River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the Poddle which ultimately discharges to the River Liffey and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects where basement construction is proposed, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no long-term dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
5099/22	ORHRE SSG Limited Protected Structure: Construction of extensions providing 10 rooms with all associated site works 92 & 93, St. Stephen's Green, Dublin 2	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction activity and construction traffic as a result of this development and the construction of St Stephens Green Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and St Stephens Green Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No additional mitigation required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term dewatering effects where basement included. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
4276/22	Pat Broughal Demolition of existing unoccupied single storey shed-like rear buildings and construction of 5 no. 3 storey 2 bedroomed townhouses with rooftop terraces, to be accessed from Richmond Cottages North, communal plant room with PV panels over, bicycle parking and refuse storage facilities, as well as a communal garden/allotment area. Richmond Cottages North, to the rear of 611-617 North Circular Road, Dublin 1	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage, proximity to Royal Canal and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will typically be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will typically be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
5479/22	PI Hotels & Restaurants Ireland Ltd. Building 9 storeys (with setbacks) in height (over basement) comprising hotel and associated licenced restaurant and public bar uses. Total new build gross floor of c. 8,602 sq m. Site of the former Clerys' warehouse building at Nos 13, 14 and 15 Earl Place, Dublin 1	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction activity and construction traffic as a result of this development and the construction of O'Connell St Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and O'Connell St Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term dewatering effects where basement included. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Construction Phase: Development is adjacent to tunnel sections beneath O'Connell Street. Potential for cumulative effects from settlement. Operational Phase: Cumulative impacts will be primarily related to construction, additional cumulative impacts during operation are not expected	Construction Phase: Proposed mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects Operational Phase: None required for operation	Construction Phase: Slight residual impacts. Operational Phase: No significant residual cumulative impact.
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
4559/22	Radiant Now Limited 3-storey office extension (c.906.4 sqm GFA) No. 23 St Stephen's Green (Protected Structure) and rear of No. 22 St. Stephen's Green, (Protected Structure), Dublin 2	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Tara station.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative and Not Significant during construction. Positive and Slight during operation.
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight to moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term [localised] dewatering effects where basement included. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Construction Phase: Development is adjacent to tunnel sections beneath O'Connell Street. Potential for cumulative effects from settlement. Operational Phase: Cumulative impacts will be primarily related to construction, additional cumulative impacts during operation are not expected	Construction Phase: Proposed mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects Operational Phase: None required for operation	Construction Phase: Slight residual impacts. Operational Phase: No significant residual cumulative impact.
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
F23A/0245	Ryanair DAC Ryanair DAC, intend to seek planning permission for development which will consist of the construction of a single-storey, part two-storey four-bay hangar designed to accommodate up to 4 no. Code C Aircraft, with associated maintenance facilities, ancillary offices and staff areas. site to the north of Hangar 6 and north Apron, west of Castlemoate Road, and south of Gatepost 1B, in the townlands of Cloghran and Corballis, Dublin Airport, Co. Dublin	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of Dublin Airport Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Dublin Airport Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dublin Airport Station. Both developments will enhance the function of Dublin Airport and facilitate increased economic activities.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight to moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Slight Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the downstream Cuckoo Stream/ Mayne River for example due to accidental pollution event during the construction and/or operation of this development on the watercourses which ultimately discharge to downstream habitats including Baldoyle Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SuDS design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) and Chapter 20 (Soils & Geology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats. In addition, specific mitigation measures will apply to the proposed development site. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Potential for [nominal] reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SuDS design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) and Chapter 20 (Soils & Geology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with shallow bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. In addition, specific mitigation measures will apply to the proposed development site with regard to the water environment including with regard to SuDS design. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Construction Phase: Development is adjacent to tunnelled section, potential for cumulative effects from settlement Operational Phase: Cumulative impacts will be primarily related to construction, additional cumulative impacts during operation are not expected	Construction Phase: Proposed mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects Operational Phase: None required for operation	Construction Phase: Slight residual impacts. Operational Phase: No significant residual cumulative impact.
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Infrastructure & Utilities:	Construction Phase: Potential for cumulative impact on utilities if overlapping construction periods. Operational Phase: No cumulative impact predicted	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
LRD6026/23-S3	Sandford Living Limited The development site area, road works and drainage works areas will provide a total application site area of c. 4. 74 hectares. The development will principally consist of the demolition of c. 4,883. 9 sq m of existing structures on site and the provision of 636 No. apartment and duplex units. Milltown Park, Sandford Road, Dublin 6.	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Given the scale the development, construction activity and construction traffic as a result of this development and the construction of Charlemont Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Charlemont Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Dodder for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the River Dodder) and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and potential local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
WEB1965/23	Scoil An Tseachtar Laoch National School Construct a single storey extension to the rear to the existing school situated in the Western area of the site (Eircode D11E306) including all associated ancillary site works. Scoil An Tseachtar Laoch National School, Ballymun Road, Dublin 11	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Ballymun Station/ Collins Avenue Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. However due to the scale of the extension significance cumulative impacts are unlikely. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged for Operational phase. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged for Operational phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Construction Phase: Development is adjacent to tunnelled section, potential for cumulative effects from settlement Operational Phase: Cumulative impacts will be primarily related to construction, additional cumulative impacts during operation are not expected	Construction Phase: Proposed mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects Operational Phase: None required for operation	Construction Phase: Slight residual impacts. Operational Phase: No significant residual cumulative impact.
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
313790	Seabren Developments Limited 150 no. apartments, creche and associated site works. Glebe House and Industrial Estate and former site of Coruba House, St. Agnes Road, Crumlin, Dublin 12.	Traffic & Transport:	Construction Phase: Potential conflict with HGV routing due to proximity to spoil removal site Operational Phase: No impact anticipated	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with watercourses as identified including the downstream River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term [localised] dewatering effects where lower level construction included. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
F22A/0591	Sports Surgery Clinic An extension to the existing Sports Surgery Clinic comprising c. 6,365sq.m accommodated in 4 storeys plus plant room (5-storey equivalent) with an overall height of c.19.2m over a c. 4,696sq.m extended basement Sports Surgery Clinic, Northwood Avenue, Santry, Dubin 9	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Northwood station.	Traffic and transport mitigation measures outlined in Chapter 9 (Traffic & Transport) of the EIAR during construction to reduce impact on population	Negative and Not Significant during construction. Positive and Slight during operation.
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects and nature of proposed project, there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Santry River for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream Santry River and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term [localised] dewatering effects where basement included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
LRD6009/23-S3	St. Vincent's Hospital Fairview Large-scale Residential Development (LRD) at St. Vincent's Hospital, Richmond Road and Convent Avenue, Fairview incl. a new hospital building, providing mental health services, provision of 9 no. residential buildings, and community	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	facilities, and public open space. St. Vincent's Hospital, Richmond Road and Convent Avenue, Fairview, Dublin 3	Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Griffith Park Station/Glasnevin Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Griffith Park Station/Glasnevin Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Griffith Park Station/Glasnevin Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with downstream watercourses including the Tolka River for example due to accidental pollution event during the construction and/or operation of this development on the watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Potential reduction in recharge area. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses including the Tolka River and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged for Operational Phase. Potential reduction in recharge area. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
4055/22	Stephen Court Ltd Demolition of all existing structures on site and the construction of new commercial/office development c. 21,219 sq m. Stephen Court, 18-21, Saint Stephen's Green, Dublin 2, D02 N960	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction activity and construction traffic as a result of this development and the construction of St Stephens Green Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and St Stephens Green Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term [localised] dewatering effects where lower level construction/ basement included. Operational Phase: No potential impact envisaged for Operational phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Construction Phase: Development is adjacent to tunnel sections beneath St Stephen's Green. Potential for cumulative effects from settlement. Operational Phase: Cumulative impacts will be primarily related to construction, additional cumulative impacts during operation are not expected	Construction Phase: Proposed mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects Operational Phase: None required for operation	Construction Phase: Slight residual impacts. Operational Phase: No significant residual cumulative impact.
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
313043	Terenure Land Limited. 208 no. apartments across five no. blocks, ranging in height from four to six storeys and associated site works. 'Carlisle' , Kimmage Road West, Terenure, Dublin 12	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development.	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects and nature of proposed project, there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with identified nearby watercourses and the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term [localised] dewatering effects where lower level construction included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
5378/22	Ternary Limited Refurbishment and alterations to No.'s 47-48 Kildare Street including demolition of modern extensions to the rear and construction of new rear extension; refurbishment and alterations to No.2 Nassau Street (RPS Ref. No. 5795) and demolition of the existing fourth storey and construction of new fourth storey in its place; demolition of No.1 Nassau Street (a five storey over basement building) and construction of new 4 storey replacement building. 47-48 Kildare Street and No.'s 1 and 2 Nassau Street, D02 CT92 Dublin 2 comprise the premises known as the, 'Kildare Street Hotel' and incorporating the public house known as 'JP Mooney's.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction activity and construction traffic as a result of this development and the construction of Tara Station/St Stephens Green Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Tara Station/St Stephens Green Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area.	Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction.	Negative, Slight during construction Positive, Slight during operation
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with identified nearby watercourses and the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects where lower level construction/ basement included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
312501	Tetrarch Residential Limited. Demolition of an existing dwelling, construction of 274 no. residential units (51 no. houses, 223 no. apartments), creche and associated site works. Mill Road, Saggart, Co. Dublin.	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development.	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects and nature of proposed project, there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Any accidental discharges to ground from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term [very localised] dewatering effects where lower level construction included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged. Any accidental discharges to ground from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
4539/23	The Commissioners of Public Works in Ireland PROTECTED STRUCTURE: The development will consist of the conservation, refurbishment and adaptation of the existing West Wing of the National Library of Ireland, formerly a book storage facility, reconfigured entrance ramp off Kildare street, moat area, rear courtyard, and the construction of a new six-storey circulation core extension in the rear courtyard. The National Library of Ireland as a protected structure (Reference RPS 4197). The proposal will provide a new cultural experience comprising exhibition spaces, education spaces, cafe space, retail space, public facilities and ancillary accommodation. West Wing of the National Library of Ireland, No's 7-8 Kildare Street, Dublin 2	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the St Stephens Green Station/ Tara Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative airborne noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any significant airborne noise or vibration impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts and construction traffic impacts during the construction phase if both developments are under construction at the same time. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and connection with the River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil (albeit minimal). In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged for Operational Phase.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of potential contact with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Construction Phase: Development is adjacent to tunnelled section, potential for cumulative effects from settlement Operational Phase: Cumulative impacts will be primarily related to construction, additional cumulative impacts during operation are not expected	Construction Phase: Proposed mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects Operational Phase: None required for operation	Construction Phase: Slight residual impacts. Operational Phase: No significant residual cumulative impact.
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
F23A/0643	The Electrical Supply Board (ESB) The development on a 2.4 ha site will consist of a 38 kV electrical substation. The development will include the following elements: Substation compound, Telecoms SCADA pole, Associated and ancillary outdoor electrical equipment and other apparatus, Replacement of existing 38 kV timber intermediate poleset (IMP18) in the northwest corner of the site, the site will be accessed from the existing entrance off Batter Lane. A 2.4ha site located to the south of Batter Lane, and to the west of the M1, Belinstown, County Dublin	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Short-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Moderate, Permanent Once operational, the proposed Project and the development will provide strategic infrastructure in the area and benefits the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Short-term Operational Phase: Positive, Moderate, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and connection with the Staffordstown Stream for example due to accidental pollution event during the construction and/or operation of this development on the watercourse and hence potential impact on downstream habitats including Malahide Estuary. Potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Staffordstown Stream) and any associated sensitive ecological habitats at Malahide Estuary. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

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		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
313210	The Land Development Agency 10 year planning permission for construction of 817 no. residential units (377 no. houses, 440 no. apartments), childcare facilities and associated site works. Hampton Demesne, Kilsough North and Balbriggan, Balbriggan, Co. Dublin.	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development.	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects and nature of proposed project, there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Any accidental discharges to ground from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term [very localised] dewatering effects where lower level construction included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged. Any accidental discharges to ground from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
313268	The Land Development Agency. 345 no. residential units (39 no. houses, 306 no. apartments across eight blocks ranging in height frm two to four storeys), creche and all associated site works. Milverton, Hacketstown and Townparks, to the west of the Golf Links Road, Skerries, Co. Dublin.	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development.	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects and nature of proposed project, there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Any accidental discharges to ground from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, and possible short-term [very localised] dewatering effects where lower level construction included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged. Any accidental discharges to ground from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
315306	The Land Development Agency. 543 apartments, a retail/café unit, mobility hub, community/artist workspace, childcare facility and all associated works. The former St. Teresa's Gardens, Donore Avenue, Dublin 8.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase:Coordination with Dublin City Council inline with Dublin City Council's "Directions for the Control & Management of Roadworks in Dublin City Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Population & Land-Use:	No significant cumulative impact during construction predicted. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the St. Stephens Green station.	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects and nature of proposed project, there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Poddle/ River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the identified watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term [very localised] dewatering effects where lower level construction included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
313176	The Land Development Agency. Demolition of existing structures, 10 year permission for the construction of 977 no. residential units (20 no. houses, 957 no. apartments across nine blocks), creche and associated site works. Central Mental Hospital, Dundrum Road, Dundrum, Dublin 14.	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development.	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects and nature of proposed project, there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the River Slang/ River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the identified watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats as identified. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term [very localised] dewatering effects where lower level construction included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
4583/23	The Mespil Hotel Limited The development will consist of internal alterations and external extensions to the existing hotel to provide 47no. additional bedrooms (306no bedrooms in total). 50-60, Mespil Hotel, Mespil Rd, Dublin 4, D04 E7N2	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase:Coordination with Dublin City Council inline with Dublin City Council's "Directions for the Control & Management of Roadworks in Dublin City Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Given the distance of these developments, construction activity and construction traffic as a result of this development and the construction of St Stephens Green Station/ Charlemont Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and St Stephens Green Station/ Charlemont Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the St Stephens Green Station/ Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Any potential cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated [urban] soils at the development site. Potential for cumulative impact on site drainage and connection with the downstream River Liffey for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Dublin Bay. It is noted that the Grand Canal is in close proximity to the development and this feeds into the Grand Canal Dock and River Liffey Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream River Liffey and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term dewatering effects, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
LRD0010/S3	The Noonan Construction Co. Ltd 33 no. houses, 95 no. apartments and includes an ancillary gym as a separate structure within the courtyard, 16 no. duplex apartments in 2 no. 3 storey blocks, Open space comprising c. 2.89 hectares, 2 no. playing pitches to the south of Ballygossan Park, communal and private open space, and pedestrian path along western boundary to the north, ancillary children's play areas, as well as provision of 2 ESB substations. Ballygossan Park, Golf Links Road, Skerries, Co Dublin	Traffic & Transport:	Construction Phase: No impact anticipated- does not conflict with HGV routing Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Potential for cumulative disturbance on SCI species resulting in displacement from the locality. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Nonetheless, the effects of habitat loss will remain significant at the local geographic scale for the ex-situ habitats used by SCI bird species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged for Operational Phase. Any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: No cumulative impact predicted Operational Phase: No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
312539	Trinity College Dublin. Demolition of existing building, construction of 358 no. student bedspace accommodation (three blocks ranging in height from four to eight storeys) and associated site works. Cunningham House, Trinity Hall, Dartry, Dublin 6.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Given the distance of this development from the proposed Project, no significant adverse cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont station.	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects and nature of proposed project, there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction or operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality Potential for cumulative disturbance on nocturnal fauna (bats) due to increased lighting locally. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in this EIAR to reduce disturbance impacts on fauna species during the construction phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact. Operational Phase: This development is outside the impacted area for the operational phase with respect to road traffic impacts. There are no other likely impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction or operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in this EIAR to reduce disturbance impacts on fauna species during the construction phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site, possible short-term [very localised] dewatering effects where lower level construction included, and potential nominal local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No potential for overlap in land take boundaries.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to distance from the proposed Project impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
F23A/0727	VHI Group DAC The development will consist of a Healthcare Facility of 4,425.8 sqm gross floor area (GFA), across three storeys over a lower ground floor level car park and all ancillary site works on a site of 2.1 ha. Barrysparks & Crowcastle, Holywell	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	Distrubutor Road, Swords, Co. Dublin	Population & Land-Use:	Construction Phase: Negative, Significant, Short-term Construction activity and construction traffic as a result of this development and the construction of Fosterstown Station/Swords Central Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Fosterstown Station/Swords Central Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Fosterstown Station/Swords Central Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant airborne noise or vibration impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Nonetheless, the effects of habitat loss will remain significant at the local geographic scale for the habitats depositing / lowland rivers (FW2), drainage ditches (FW4), species-rich dry calcareous grassland (GS1), wet grassland (GS4), (mixed) broadleaved woodland (WD1), mixed conifer woodland (WD3), scattered trees and bird species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Outside the area for potential cumulative dust impacts. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for cumulative impact on site drainage and connection with the Gaybrook watercourse and its tributaries for example due to accidental pollution event during the construction and/or operation of this development on the river and hence potential impact on downstream habitats including Malahide Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses (including the Gaybrook watercourse and feeder tributaries) and any associated sensitive ecological habitats at Malahide Estuary. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational Phase: No potential impact envisaged for Operational Phase as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on both the hydrological/hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: The application site takes in an area to the east of the main application site, in order to provide for entrance arrangements and public realm works. The area of the public road outside the applicant's ownership falls within the MetroLink red line boundary . There is potential for cumulative impacts if construction periods overlap. These are assessed under the individual environmental topics. Operational Phase: No cumulative impact predicted.	Construction Phase: Access arrangements to the residential construction site from the R132 to be co-ordinated with MetroLink if construction periods overlap. Operational Phase: No cumulative impact predicted.	No significant residual cumulative impact
		Infrastructure & Utilities:	No potential for impacts on infrastructure and utilities.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operational Phase: None predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: Due to the scale and nature of this development, impacts are Not Significant Operational Phase: Not Significant	No additional mitigation required	No significant residual cumulative impact
318500	AZRA Property Company Limited 10 year permission for 716 dwellings (large scale residential development) and alterations to two roundabouts. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the proposed development and accompany this application. Castlefarm, Ruskin, Clonee, Dunboyne, Co. Meath	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction phase of this development. Accidental pollution events could result in habitat degradation and habitat loss arising from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. No operational cumulative impacts envisaged.	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil (albeit minimal). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Potential for localised [nominal] reduction in recharge area. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of potential contact with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317846	Statkraft Ireland Limited 10 year permission for construction of solar PV panels on ground mounted on frames/support structures. Natura Impact Statement (NIS) lodged with application.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	Irishtown, Spricklestown, Ward Lower, The Ward, Co. Dublin	Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the infrastructure amenity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for localised [nominal] reduction in recharge area. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of potential contact with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317936	Equinix (Ireland) Limited 10 year permission for modifications to permitted data centre granted under planning register reference number SD21A/0186 consisting of reconfiguration and alterations to data centre building. The application is accompanied by a Natura Impact Statement. Plot 100, Profile Park, Nangor Road, Clondalkin, Dublin 22	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction phase of this development. Accidental pollution events could result in habitat degradation and habitat loss arising from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. No operational cumulative impacts envisaged.	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to downstream watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

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		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of potential contact with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313494	Gerard Gannon Properties 10 year permission for the construction of 2,527 no. residential units (473 no. houses, 2054 no. apartments), creche and associated site works. Lands at Belcamp Hall (Protected Structure), Malahide Road (R107), the R107/R123 junction, Carr's Lane, and R139 Road, Belcamp, Dublin 17	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Northwood Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Northwood Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Northwood Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction and/or operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation, and mortality to fauna. There is also potential of habitat degradation from the spread of invasive species. There is potential for in-combination habitat severance/barrier effects on fauna arising from the construction and operation of new infrastructure developments.	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Cuckoo Stream, Mayne River) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Baldoyle Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313255	Three Castles Investment Limited 103 no. apartments and associated site works. Site at the former Royal Oak Public House, Finglas Road and Old Finglas Road, Glasnevin, Dublin 11	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Glasnevin Station/ Griffith Park Station/Collins Avenue Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative effects on downstream habitats arising from accidental pollution events during the construction or operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation	Mitigation proposed in the EIAR and in the outline CEMP (Appendix A5. 1) to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Bachelor Stream, Tolka River) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318677	Energia Solar Holdings Ltd. 110kV Air Insulated Switchgear (AIS) tail-fed substation compound, combined with	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	a 110kV underground cable connection to Finglas within the townlands of Fieldstown, Clonmethan Electoral District, Co.Dublin.	Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the infrastructure amenity and employment in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of potential contact with underlying subsoils/ bedrock in the area as well as with downstream watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313331	J Murphy (Developments) Limited 645 no. apartments, creche and associated site works. Lands at Fosterstown North, Dublin Road/R132, Swords, Co. Dublin.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Short-term Construction activity and construction traffic as a result of this development and the construction of Fosterstown Station/Swords Central Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Fosterstown Station/Swords Central Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Fosterstown Station/Swords Central Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for moderate to significant cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any significant operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Slight to Moderate if concurrent Operational Phase: Not significant
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink, and if the development requires Groundborne noise or vibration generating activities such as piling. Operation: None	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction phase of this development. Accidental pollution events could result in habitat degradation and habitat loss arising from extreme habitat degradation. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. No operational cumulative impacts envisaged.	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Sluice River and tributaries) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Baldoyle Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Adjacent to cut / cover section of route through Swords, potential for cumulative impact from settlement	mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects	No significant residual cumulative impact
		Land Take:	Construction Phase: The application site takes in an area of the R132 to the east of the main application site, in order to provide for entrance arrangements and public realm works. The area of the public road outside the applicant's ownership falls within the MetroLink red line boundary but outside of the Fosterstown Construction Compound. There is potential for cumulative impacts if construction periods overlap. These are assessed under the individual environmental topics. Operational Phase: No cumulative impact predicted.	Construction Phase: access arrangements to the residential construction site from the R132 to be co-ordinated with MetroLink if construction periods overlap. Operational Phase: No cumulative impact predicted.	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: The application site takes in an area of the R132 to the east of the main application site, in order to provide for entrance arrangements and public realm works. The area of the public road outside the applicant's ownership falls within the MetroLink red line boundary but outside of the Fosterstown Construction Compound. There is potential for cumulative impacts on utility works if construction periods overlap. . Operational Phase: No cumulative impact predicted.	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	Development is located across the R132 from proposed Fosterstown Station - Permanent removal of area from Agriculture. Cumulative impact of both projects on agronomy is Not significant.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: If construction is simultaneous, there is the potential for additional effects on local landscape and visual amenity. Operational Phase: Potential for additional moderate-significant effects on local landscape and visual amenity. This is a substantial residential development just across the R132, west of the proposed Fosterstown Station. This development will create an adjacent high rise element which will change the context for the proposed low-rise Fosterstown station. Being relatively high it could by comparison, reduce the impact of the station proposal. (Note also case ref. 314253)	Construction Phase: No specific mitigation proposed to reduce additional effects, beyond standard construction and operational practice. Operational Phase: No specific mitigation proposed to reduce additional effects, however the refinement of proposed planting could possibly be effective in reducing visual impact.	Construction Phase: Moderate cumulative impacts, if construction is simultaneous. Operational Phase: Moderate cumulative impacts.
315425	AAI Baneshane Limited 99 Build to Rent apartments. NIS lodged	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	with application. Land at Canterbury Gate, Old Navan Road, Mulhuddart, Dublin 15	Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not Significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative impacts on designated site location hydrologically connected to Proposed Development arising from pollution events during the construction phase. Accidental pollution events could result in habitat degradation and habitat loss arising from extreme habitat degradation.	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Tolka River and tributaries) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317304	Intel Ireland Limited Alterations to overhead power line. An NIS and EIAR accompany the application. Intel Leixlip Site, Collinstown, Blakestown, Kellystown, Collinstown Industrial Park, Leixlip, Co Kildare	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and connection with downgradient watercourses (River Rye Water) for example due to accidental pollution event during the construction and/or operation of this development on the watercourse and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
314485	DAA plc Night-time use of the runway system at Dublin Airport Dublin Airport, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of Dublin Airport Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Dublin Airport Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dublin Airport Station. Both developments will provide critical infrastructure to wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not Significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	No cumulative construction or operational noise impacts due to absence of aircraft noise associated with Metrolink project. No construction phase associated with proposed project	No additional mitigation required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Potential cumulative impact on fauna from disturbance of birds.	Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313944	Jolview Limited Construction of 18 dwellings and all associated site works. NIS included with application. Holmpatrick, Rush Road, Skerries, Co Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Potential for cumulative impacts on designated site location hydrologically connected to Proposed Development arising from pollution events during the construction phase. Accidental pollution events could result in habitat degradation and habitat loss arising from extreme habitat degradation. pollution events during the operational and construction phase can be associated with cumulative impacts on fauna species (birds) and mortality associated with habitat degradation	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed to reduce mortality of fauna species during construction and operation of the proposed Project will mitigate potential cumulative impacts on fauna species.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats. Operational Phase: No potential impact envisaged as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local [nominal] reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318722	Deirdre Burns Construction of 3 houses and all associated site works. Alteration to existing dwelling to include: (i) construction of a ground floor level extension to front/rear/side and (ii) construction of a first floor level extension to the front/side/rear. A Natura Impact Statement (NIS) was submitted with this application. Barbary, Strand Road, Sutton South,	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	Dublin 13	Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative impacts on designated sites location arising from pollution events during the construction phase.	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Baldoyle Estuary. Operational Phase: No potential impact envisaged as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local [nominal] reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318393	Beakonshaw Mabes Limited Construction of 52 houses and all associated site works. A Natura Impact Statement (NIS) was submitted with this application. Lands at Mabestown, Malahide Road (R107), Malahide, Co. Dublin	Traffic & Transport:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact

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		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Fosterstown Station/ Swords Central Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative impacts on designated sites location arising from pollution events during the construction and the operation phases. Potential cumulative impact on fauna from habitat loss and disturbance.	Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Nonetheless, the effects of habitat loss will remain significant at the local geographic scale for the habitats depositing / lowland rivers (FW2), drainage ditches (FW4), species-rich dry calcareous grassland (GS1), wet grassland (GS4), (mixed) broadleaved woodland (WD1), mixed conifer woodland (WD3), scattered trees and parkland (WD5), hedgerows (WL1), treelines (WL2) and immature woodland (WS2)	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Malahide Estuary & Baldoyle Estuary. Operational Phase: No potential impact envisaged as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local [nominal] reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact

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		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317234	James, Andrew, Harry and St. John Simpson Construction of 6 houses and all associated site works. NIS was included with the Planning Application. Rear of 67, Merrion Road, (D04 RD40) and to the rear of the adjoining No. 69 Merrion Road, Dublin 4 and including parts of the adjoining laneway (between No's 65 and 67 Merrion Road) off Merrion Road leading to the Wanderers Football Club.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (including the Dodder) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

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		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local [nominal] reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315450	AAI Baneshane Limited Construction of 91 apartments (phase 2) and associated site works. NIS accompanied application. Phase 1 (99 units) was submitted under separate application under Reg. Ref. FW22A/0228. Canterbury Gate, Old Navan Road, Mulhuddart, Dublin 15	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (including the Dodder) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (River Liffey) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318795	EirGrid Construction of Gas Insulated Switchgear Switchboard building with all associated site works. Removal of reactors and extension. NIS submitted to Planning Authority. Poolbeg 220kV Electrical Substation and adjacent land, Pigeon House Road, Dublin 4 on site measuring 3.6ha.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale and distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the infrastructure amenity of the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction phase of this development. Accidental pollution events could result in habitat degradation and habitat loss arising from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting. No operational phase impacts are envisaged.	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (River Rye Water) for example due to accidental pollution event during the construction and/or operation of this development on the watercourse and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
314161	Urban Life (BMD) Ltd Demolition and clearance of all buildings and structures on site and the	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	construction of two apartment buildings (Buildings A and B) with balconies to contain a total of 99 apartments. A Natura Impact Statement will accompany this planning application. Site located at Beaumont Road / Beaumont Grove / Grace Park Court / Ellenfield Road, Beaumont, Dublin 9	Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Should the construction of both the projects coincide - the construction phase could potentially impact accessibility for the locals in the area; cause disturbance in the form of construction noise / dust and impact on visual amenity. The construction of both projects would however increase construction employment opportunities and may boost positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve access of and journey amenity to / from this development by way of Collins Avenue Station, in addition to other public transport routes.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction phase of this development. Accidental pollution events during the construction phase could result in habitat degradation and habitat loss arising from extreme habitat degradation. Potential for cumulative impact on fauna resulting from pollution events and habitat degradation during the construction phase. No impact from operational phase are envisaged.	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Tolka River) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315001	Lark Finance Limited Demolition of 2 houses. Construction of an apartment block consisting of 31 apartments and all associated site works. NIS has been submitted with this application. 353 & 363 Blackhorse Avenue, Dublin 7, which is bound by Blackhorse Avenue to the south & Villa Park to the west	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale and distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the infrastructure amenity of the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction and operation phases of this development. Accidental pollution events during the construction phase could result in habitat degradation and habitat loss arising from extreme habitat degradation. Potential for cumulative impact on fauna resulting from disturbance. No impact from operational phase are envisaged.	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315292	Rimor Fortris Limited Demolition of buildings, construction of office buildings and all associated site works NIS submitted. Site of Canal House and Construction House, Canal Road, Dublin 6	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink, and if the development requires Groundborne noise or vibration generating activities such as piling or blasting. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: N/A	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction and operation phases of this development. Accidental pollution events during the construction phase could result in habitat degradation and habitat loss arising from extreme habitat degradation.	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Poddle, Dodder) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315053	Ventaway Limited Demolition of buildings. Construction of 24 storey mixed use building with all ancillary site works. NIS and EIAR submitted to PA. Site bound by City Quay to the north, Moss Street to the west & Gloucester Street South to the south, Dublin 2. The site includes 1-4 City Quay (D02 PC03), 5 City Quay and 23-25 Moss Street (D02 F854)	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Tara Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if the development requires Groundborne noise or vibration generating activities such as piling. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: N/A	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction and operation phases of this development. Accidental pollution events during the construction phase could result in habitat degradation. Potential for cumulative impact on fauna resulting from habitat degradation.	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (River Liffey) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of the adjacent watercourse.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock in the area and with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	At 24 storeys and east of the George's Quay building complex, this potential development may be visible from the Tara station site, beyond the elevated rail line. However this would be in the context of other similar existing, permitted or proposed structures. Predicted cumulative effect would be, at worst, slight.	No additional mitigation required	No significant residual cumulative impact
317770	Elaine Scanlon	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	Demolition of dwelling and construction of a replacement dwelling. Natura Impact Statement (NIS) lodged with application. Hollybush, Beach Lane, The Burrow, Portrane, Co. Dublin, K36 Y338	Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction and operation phases of this development. Accidental pollution events during the construction phase could result in habitat degradation. Potential for cumulative impact on fauna resulting from habitat degradation.	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent water features and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream water features and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315334	Joe Sweeney Demolition of dwelling and construction of new dwelling. NIS lodged with application. Glenlion Chalet, Thormanby Road, Howth, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction and operation phases of this development. Accidental pollution events during the construction phase could result in habitat degradation. Potential for cumulative impact on fauna resulting from habitat degradation.	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent water features and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream water features and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313376 313348 313350	Bartra Property (Broombridge) Limited Demoliton of the existing derelict warehouse structure and ancillary outbuildings and the construction of a mixed use development on a Vacant Site (Vacant Site Register Ref. VS-0457). A Natura Impact Statement has been prepared in respect of the proposed development. Tolka Industrial Park, Ballyboggan Road, Dublin 11, D11 HF57	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not Significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction and operation phases of this development. Accidental pollution events during the construction phase could result in habitat degradation and habitat loss arising from extreme habitat degradation. Potential for cumulative impact on fauna resulting from disturbance during construction phase.	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Tolka River/tributaries) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

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		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316138	DAA plc Development on 4 sites located entirely within lands in the ownership of Dublin Airport, including 2 sites at the Airfield in the townlands of Collinstown, Coultry, and Huntstown, Co. Dublin. The proposed development will consist of the construction of a subterranean Underpass of Runway 16/34 and all associated and ancillary works. The planning application is accompanied by an EIAR and an NIS. Townlands of Collinstown, Coultry, and Hunstown Co. Dublin, and in the townland of Pickardstown, Co. Dublin, and in the townland of Portmellick	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and provide critical infrastructure to wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any significant airborne noise or vibration impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if the development requires Groundborne noise or vibration generating activities such as piling, tunnelling or blasting. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils for the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Baldoyle Estuary. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318380	Olga Muzychuk Erect a 3-bedroom single storey farmhouse dwelling. This application also involves the installation of a proprietary wastewater treatment works and the carrying out of all associated site works. A Natura Impact statement (NIS) is submitted to the planning authority with the application. Barrack Road, Glencullen, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

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		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. . Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318660	Brian, Catriona and Jane McCullough Extension and renovation to existing dwelling. Replacement of septic tank and associated site works. A Natura Impact Statement (NIS) has been prepared and accompanies this application. Shell Cottage, Beach Lane, Portrane, Co. Dublin, K36 PC89	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site (septic tank). Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent water features and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream water features and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318841	DAA plc Extension to North Apron, to include the construction of apron pavement.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	Rehabilitation of apron pavement along with associated ancillary development including surface water drainage and attenuation, electrical infrastructure, road markings, signage and elevated airfield lighting. Natura Impact Statement accompanies this application. Land at and adjoining the North Apron at Dublin Airport, Co. Dublin, in the townlands of Corballis and Cloghran.	Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of Dublin Airport Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Dublin Airport Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dublin Airport Station. Both developments will enhance the function of Dublin Airport and facilitate increased economic activities.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any significant airborne noise or vibration impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if the development requires Groundborne noise or vibration generating activities such as piling. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Cuckoo Stream, Mayne River) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Baldoyle Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential reduction in recharge to ground. Operational phase: No potential impact envisaged. Furthermore, any accidental discharges from paved areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Soils & Geology:	Adjacent to cut / cover section of route through Swords, potential for cumulative impact from settlement	mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects	No significant residual cumulative impact
		Land Take:	No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: the MetroLink alignment is in tunnel in closest proximity to the application site. The Dublin airport construction compound is over 300m away. No cumulative impacts for utility works are predicted. Operational Phase: no cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318247	GEDV Monkstown Owner Limited Large Scale Residential Development (LRD) - permission for 491 no. residential units, a childcare facility, restaurant/caf? and all associated site development works. Dalguise House is a protected structure - RPS no. 870. A Natura Impact and an EIAR accompanies application. Website: www.dalguiselrd.ie. Site of c. 3.58 hectares at Dalguise House, Monkstown Road, Monkstown, County Dublin, A94 D7D1.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Monkstown Stream) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including South Dublin Bay SAC. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential reduction in recharge to ground. Operational phase: No potential impact envisaged. Furthermore, any accidental discharges from paved areas/ car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
314934	HPREF HSQ Investments Limited Mixed use commercial development consisting of a hotel, office block, and all associated site works. Accompanied by NIS and EIAR. Heuston South Quarter which is bounded by St. John's Road West (to the north), Military Road (to the east) and the Royal Hospital Kilmainham (Protected Structure) (to the west and south), Kilmainham, Dublin 8	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and provide critical infrastructure to wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (River Liffey, River Camac) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as no significant dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315672	Tetrarch Residential Limited PROTECTED STRUCTURE: 78 senior residential living apartments within an integrated retirement community development and all associated site works. A NIS was submitted as part of the appeal. Sybil Hill House, Sybil Hill Road, Raheny, Dublin 5, D05 AE38.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Collins Avenue and Griffith Park Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (including the Nanniken Stream) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local [nominal] reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317317	Rectone Developments Limited PROTECTED STRUCTURE: Construction of 78 apartments and all associated and	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	ancillary site works. A Natura Impact Statement was submitted as part of this application. Lands at Balnagowan House, St. Mobhi Boithirin, Glasnevin, Dublin 9	Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Glasnevin Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Glasnevin Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Glasnevin Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Surface works associated with Metrolink sufficiently set back from proposed development and screened by existing buildings such that no significant cumulative airborne noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any significant airborne noise or vibration impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if the development requires Groundborne noise or vibration generating activities such as piling. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (including the Tolka River) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for any potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local [nominal] reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Land Take:	Construction Phase: the planning application site is approximately 75m to the east of the MetroLink alignment in tunnel. No significant cumulative impacts are envisaged. Operational Phase: no cumulative impact.	Construction Phase: TII is in the process of developing a "Guidance Note for Developers", which will be published following the potential grant of a Railway Order for MetroLink, and which may be the subject of bye-laws. The proposed guidance is designed to facilitate future adjacent or over-site development while protecting the integrity and safety of the MetroLink works and operations. This Guidance Note would define 'exclusion' and 'protection' zones, loading conditions and or/processes to help ensure that the MetroLink subsurface assets are protected from the impact of third-party development activities.	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: the planning application site is approximately 75m to the east of the MetroLink alignment in tunnel. No significant cumulative impacts are predicted. Operational Phase: no cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316444	Kinwest Limited. PROTECTED STRUCTURE: Conversion of stables of Auburn House to provide for storage space for the main Auburn House and construction of 69 residential units. An EIAR and NIS were submitted with this application. Lands at Auburn House, Malahide, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Seatown, Swords Central, and Fosterstown Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (including the Gaybrook and Hazelbrook watercourses) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Malahide Estuary and Baldoyle Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for any potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316498	Kinwest Limited PROTECTED STRUCTURE: Conversion of stables of Auburn House to provide for storage space for the main Auburn House and construction of 98 residential units and associated car/bicycle parking with refuse stores, bicycle store and plant at ground floor level; landscaping; boundary treatments; public lighting; 1 ESB unit substation and all associated site infrastructure and engineering works necessary to facilitate the development. An EIAR and NIS were submitted with this application. Lands at Auburn House (protected structure) and Little Auburn, Malahide, Co. Dublin	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Seatown, Swords Central, and Fosterstown Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (including the Gaybrook and Hazelbrook watercourses) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Malahide Estuary and Baldoyle Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for any potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316504	Kinwest Limited PROTECTED STRUCTURE: Preservation of Auburn House and its stables as 1	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	residential dwelling. Construction of 92 residential units; landscaped public and communal open spaces, public lighting, 1 ESB unit substation; 1 foul pumping station; foul sewer works and all associated ancillary site development infrastructure. An EIAR and NIS were submitted with this application. Lands at Auburn House (Protected Structure) and Little Auburn, off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin	Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dardistown, Northwood and Ballymun Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (including the Gaybrook and Hazelbrook watercourses) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Malahide Estuary and Baldoyle Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for any potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316113	WSHI Ltd. & The Michael J Wright Group Protected Structures (Ref: 0556 and 0557) change of use of from residential use to hospitality and tourist retail use. Demolition of some farm buildings. NIS submitted with application. AL received 21/12/22. Howth Castle, Howth Road, Howth, Co. Dublin, D13 EH73	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient water features for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Baldoyle Bay SAC. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for any potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local [nominal] reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315260	Scafftex Ltd Scaffolding storage and distribution yard. NIS lodged with application. Junction of R132 and Old Turvey Avenue and including works to the Tee junction to the east of the site at the intersection,of Old Turvey Avenue and New Turvey Aveneue, Donabate, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Short-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Short -term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and connection with downgradient water features (Turvey) for example due to accidental pollution event during the construction and/or operation of this development on water features and hence potential impact on downstream habitats including Malahide Estuary. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent water features and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential local reduction in recharge to ground. Operational phase: No potential impact envisaged. Furthermore, any accidental discharges from storage yard areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316470	Macenas Limited The construction of 64 no. apartment units in the form of a 5-6 storey apartment blocks, the provision of a ground floor retail/cafe unit, and Public Realm upgrades to Dundrum Road and all other associated site works above and below ground associated with the proposed development. An NIS has been submitted with the application. Site of approx. 0.24 ha on lands at Frankfort Centre, Dundrum Road, Dublin 14	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Slang and Dodder) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316429	Galadar Properties Limited The construction of a 120 no. bed nursing home facility (4 and 5 storeys in height) and all associated site clearance, excavation and development works. A Natura Impact Statement will be submitted to the Planning Authority with the application. Rose Cottage, 26 Cherrywood Road, Shankill, Dublin 18, D18 P4A7	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Shanganagh) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315725	Irish Water Upgrades to existing network and provision of new pipleline. A Natura	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	Impact Statement (NIS) was submitted with this application. Mariavilla, Carton Demesne, Oldcarton, Catherinestown, Kellystown, Ravensdale, Sion and Confey, Co. Kildare	Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
N/A	East Coast Railway Infrastructure	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	Protection Programme - Coastal Protection Works along the East Coast railway line https: //www. irishrail. ie/en-ie/about-us/iarnrod-eireann-projects-and-investments/ecripp	Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, both developments will provide critical transport infrastructure serving the wider community in Dublin region	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Operational Phase: N/A	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in this EIAR to reduce disturbance impacts on fauna species during the construction phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: N/A	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
N/A	North Irish Sea Array Project https: //northirishseaarray. ie/	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, both project will provide critical infrastructure benefiting the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Potential for elevated EM fields at the overlap location.	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction or operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in this EIAR to reduce disturbance impacts on fauna species during the construction phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Land cable route will cross MetroLink grid connections however additional impacts relating to geology & soils not expected	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
2857/21	Glenn Naughton Planning permission sought to demolish a single storey unit containing 2 no. studio apartments and to construct a new 3 storey block containing 3 no. studio apartments and all associated site works. 7 Campbell's Lane, Ballybough, Dublin 1	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale and location of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility through the proposed Mater Station/Glasnevin Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Tolka River) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
3117/21	Jacqueline Moloney PROTECTED STRUCTURE: Planning permission for development at a site of c. 0.05 hectares. The proposed development comprises: Demolition of non-original two storey office mews building. Demolition of existing redundant oil tank & enclosure to rear garden. Construction of a 3 storey over basement dwelling. 8 Leeson Close and 29 Fitzwilliam Place, Dublin 2	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale and location of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility through the proposed Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
3579/23	ALG Homes Limited PROTECTED STRUCTURE: PERMISSION: Consisting of demolition of existing 2 storey garage structure with construction of 4 storey residential block. Rear of 31 Dominick Street Upper, fronting Stable Lane, Dublin 7	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility through the proposed Mater Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (River Liffey) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
3815/23	Sonia Gleeson The development will consist of the following: (i) demolition of the existing	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	single storey shed structure; (ii) construction of a three-storey residential development, (iii) provision of 25 sq.m communal open space at ground floor level to the front of the development; (iv) bin store and 7 no. bicycle parking spaces; (v) alterations to the boundary wall to the front of the site; and (vi) all associated works, including boundary treatments, landscaping, sedum roof at second floor level, infrastructure and drainage necessary to facilitate the development. Site to the rear of 23 Harrington Street and to the site of 12 Stamer Street, Saint Kevin's, Dublin 8	Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Should the construction of both the projects coincide - the construction phase could potentially impact accessibility for the locals in the area; cause disturbance in the form of construction noise / dust and impact on visual amenity. The construction of both projects would however increase construction employment opportunities and may boost positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve access of and journey amenity to / from this development by way of Charlemont Station, in addition to other public transport routes.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Poddle) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
3747/23	Sevona Ltd PROTECTED STRUCTURE: PERMISSION: For development for a residential development comprising 24 no. units, on a site of 0.084 ha, at Nos. 16-19 Rutland Place, Dublin 1 (located to the rear of Nos 16-19 North Great George's Street all of which are Protected Structures (RPS Nos. 3191; 3192; 3193 and 3194). Nos 16-19, Rutland Place, Dublin 1 (located to the rear of Nos 16-19 North Great George's Street all of which, are Protected Structures).	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of O'Connell St Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and O'Connell St Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the O'Connell St Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if the development requires Groundborne noise or vibration generating activities such as piling. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: the planning application site is approximately 90m to the east of the MetroLink alignment in tunnel. No significant cumulative impacts are envisaged. Operational Phase: no cumulative impact.	Construction Phase: TII is in the process of developing a "Guidance Note for Developers", which will be published following the potential grant of a Railway Order for MetroLink, and which may be the subject of bye-laws. The proposed guidance is designed to facilitate future adjacent or over-site development while protecting the integrity and safety of the MetroLink works and operations. This Guidance Note would define 'exclusion' and 'protection' zones, loading conditions and or/processes to help ensure that the MetroLink subsurface assets are protected from the impact of third-party development activities.	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: the planning application site is approximately 90m to the east of the MetroLink alignment in tunnel. No significant cumulative impacts. Operational Phase: no cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
4128/23	Grafton Residence ULC PERMISSION:For development at a site known as "Textile House" located at Nos. 3 - 5 Johnson's Place (also known as Johnson Place) and Nos. 2 - 5 Clarendon Market, Dublin 2. The site is located adjacent/proximate to a number of protected structures. The proposed development will comprise the demolition of all existing commercial buildings on site (c.612 sq.m) and the construction of a mixed-use development up to 8 storeys in height over 2 no. levels of basement "Textile House", located at Nos. 3 - 5 Johnson's Place (also known as Johnson Place) and Nos. 2 - 5 Clarendon Market,	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of St Stephens Green Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and St Stephens Green/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the St Stephens Green.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent

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	Dublin 2	Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
F23B/0107	Triona Cussen Planning Permission is sought for construction of new single storey storeroom to rear garden area of existing facility, and associated site works. The Down Syndrome Centre, Willowbrook House, Balheary Road, Castlefarm, Swords, Co. Dublin, K67 R8C6	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Short-term Construction activity and construction traffic as a result of this development and the construction of Seatown Station/Estuary Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Seatown Station/Estuary Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Seatown Station/Estuary Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
4487/23	Crossville Properties Ltd PROTECTED STRUCTURE: The proposed development consists of: the demolition of a two storey structure, in commercial use at the rear of 10 Ely Place, Dublin 2, and the removal of 10 no. parking spaces, the construction of a replacement 2 storey, 3-bedroom mews dwelling, with 2 no. gated parking spaces and associated open space. The proposal will include roof lights, green roof and all associated site development works. Rear of 10 Ely Place, Dublin 2	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of St Stephens Green Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and St Stephens Green/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the St Stephens Green Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if the development requires Groundborne noise or vibration generating activities such as piling. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: the application site is approximately 70m from the MetroLink red line boundary. No cumulative impact on utilities is predicted due to the scale and nature of the proposed development. Operational Phase: no cumulative impact.	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
GSDZ4543/23	Workday Limited Planning permission for the development of an office and mixed-use scheme at a	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	site located within the Grangegorman Strategic Development Zone (SDZ) at Grangegorman, Dublin 7. Grangegorman Strategic Development Zone (SD) at Grangegorman, Dublin 7	Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Mater Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Dublin Bay. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Potential [nominal] reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
4554/23	Cathedral Leisure Limited PROTECTED STRUCTURE: 0.212 Ha. site at Nos 133 & 133A Capel Street, Nos. 136A and 136B Capel Street, Nos 7 and 7A Meetinghouse Lane and No.23, Little Mary Street, Dublin 1 (all Protected Structures with the exception of No. 7A Meetinghouse, Lane, RPS No RPS Nos. 1213, 5064, 8772). Part of the site is also known as the former Boland's Bakery (including structures to the rear opening onto Meeting House Lane) referred to as No133B Capel St. in the Record of Protected Structures (also RPS No. 1213). The development amends a permitted hotel development (as granted under DCC Reg. Ref. 3274/20 (ABP Reg. Ref. ABP-309470-21) and subsequently amended by DCC Reg. Ref. 3463/22). 0.212 Ha. site at Nos 133 & 133A Capel Street, Nos. 136A and 136B Capel Street, Nos 7 and 7A Meeting	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Should the construction of both the projects coincide - the construction phase could potentially impact accessibility for the locals in the area; cause disturbance in the form of construction noise / dust and impact on visual amenity. The construction of both projects would however increase construction employment opportunities and may boost positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve access of and journey amenity to / from this development by way of O'Connell St Station, in addition to other public transport routes.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourse(s) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats. Operational Phase: No potential impact envisaged for Operational phase as surface water run-off will be attenuated as required by planning including in the context of any adjacent watercourses.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local reduction in recharge to ground. Operational phase: No potential impact envisaged for Hydrogeology as there will be no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
GSDZ4861/23	Grangegorman Development Agency PROTECTED STRUCTURE: PERMISSION: For a 10-year planning permission for development at a site within the overall Grangegorman Strategic Development Zone (SDZ) of c.28.69ha at Grangegorman, Dublin 7. There are several Protected Structures within the Grange A site within the overall Grangegorman Strategic Development Zone (SDZ) of c.28.69ha at Grangegorman, Dublin 7, There are several Protected Structures within the Grangegorman -SDZ., The location of the proposed development comprises of a c.0.574ha (c.5,74	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Mater Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged . Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
4899/23	Esprit Investments Ltd PROTECTED STRUCTURE: The proposed development will consist of: The demolition of the existing buildings and the construction of a part 4, part 5 part 6 and part 7 storey Hotel building over basement level. Site located in Dublin 2, bound by Mount Street Upper to the northeast, James's Place East to the southwest and, Herbert Street to the southeast. The site contains the following properties No. 50 James's Place, East, Nos. 38-43 James's Place East, Nos. 37	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the O'Connell St Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) . Identification of suitable disposal licenced sites for contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local dewatering where basement proposed. Operational phase: No potential impact envisaged for Hydrogeology as no dewatering required. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
4947/23	Dabrena Properties Ltd. PERMISSION: The development will consist of the demolition of the existing 2no. car repair garages; The construction of a new development consisting of 39 No. Apartments comprising 24 No. 1 bed apartments and 15 No.2 bed apartments across the ground to the fifth floor, with associated communal amenity space at Ground level. 12 - 16A, Wellington Street Lower, Dublin 7	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of O'Connell St Station/Mater Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and O'Connell St Station/Mater Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the O'Connell St Station/Mater Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent

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		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if the development requires Groundborne noise or vibration generating activities such as piling. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site and potential local [nominal] reduction in recharge. Operational phase: No potential impact envisaged. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Near (around 30m) from tunnelled section of route, potential for cumulative impact from settlement	mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects	No significant residual cumulative impact
		Land Take:	Construction Phase: the planning application site is approximately 35m to the SSW of the MetroLink alignment in tunnel. No significant cumulative impacts are envisaged. Operational Phase: no cumulative impact.	Construction Phase: TII is in the process of developing a "Guidance Note for Developers", which will be published following the potential grant of a Railway Order for MetroLink, and which may be the subject of bye-laws. The proposed guidance is designed to facilitate future adjacent or over-site development while protecting the integrity and safety of the MetroLink works and operations. This Guidance Note would define 'exclusion' and 'protection' zones, loading conditions and or/processes to help ensure that the MetroLink subsurface assets are protected from the impact of third-party development activities.	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315358	The Commissioner of Public Works In Ireland PROTECTED STRUCTURE: Conservation and refurbishment of the existing north wing and part of the east wing of the National Concert Hall and the Real Tennis Court building and the construction of a new four storey over basement extension with a planetarium dome to the west of the north wing at the boundary of the Iveagh Gardens. Change of use of the former UCD School of Civil Engineering to the National Children's Science Centre. The National Concert Hall, Real Tennis Court and Iveagh House (Department of Foreign Affairs) and Iveagh Gardens, including stone garden folly are designated Protected Structures (References RPS 2425, 2426 and 7791). National Concert Hall, Earlsfort Terrace, Dublin 2	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the St Stephens Green Station/Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if the development requires Groundborne noise or vibration generating activities such as piling. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	Construction Phase: the planning application site is within approximately 20m of the MetroLink alignment in tunnel. No significant cumulative impacts are envisaged. Operational Phase: no cumulative impact.	Construction Phase: TII is in the process of developing a "Guidance Note for Developers", which will be published following the potential grant of a Railway Order for MetroLink, and which may be the subject of bye-laws. The proposed guidance is designed to facilitate future adjacent or over-site development while protecting the integrity and safety of the MetroLink works and operations. This Guidance Note would define 'exclusion' and 'protection' zones, loading conditions and or/processes to help ensure that the MetroLink subsurface assets are protected from the impact of third-party development activities.	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
F23A/0786	DAA PLC The development will consist of: a 2 - storey airside operations building, accomodating a passenger reception centre for airside emergency incidents and primary support function for the airport to include operations, maintenance and storage facilities required for the airfield's foreign object debris and snow bases. Site between Hanger 5 and M50 garage, North Apron airside support, Dublin Airport, Castlemoate road, Corballis, Swords, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of Dublin Airport Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Dublin Airport Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dublin Airport Station. Both developments will enhance the function of Dublin Airport and facilitate increased economic activities.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if the development requires Groundborne noise or vibration generating activities such as piling. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational phase: No potential impact envisaged. Furthermore, any accidental discharges from associated car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Near tunnelled section of route, potential for cumulative impact from settlement	mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects	No significant residual cumulative impact
		Land Take:	Construction Phase: the planning application site is within approximately 50m of the MetroLink alignment in tunnel. No significant cumulative impacts are envisaged. Operational Phase: no cumulative impact.	Construction Phase: TII is in the process of developing a "Guidance Note for Developers", which will be published following the potential grant of a Railway Order for MetroLink, and which may be the subject of bye-laws. The proposed guidance is designed to facilitate future adjacent or over-site development while protecting the integrity and safety of the MetroLink works and operations. This Guidance Note would define 'exclusion' and 'protection' zones, loading conditions and or/processes to help ensure that the MetroLink subsurface assets are protected from the impact of third-party development activities.	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: the application site is within close proximity to the Dublin Station construction site. There is potential for cumulative impacts on utilities if the construction periods overlap. Operational Phase: no cumulative impact.	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers and Dublin Airport Authority. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
312793	Vantage Data Centres DUB11 Limited 110kV Gas Insulated Switchgear (GIS) Substation compound and 110kV transmission lines along with associated and ancillary works. Within Profile Park Business Park and partly within Grange Castle Business Park, Dublin 22	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
317297	Greener Ideas Limited 110kV substation and grid connection. Profile Park, Baldonnell, Dublin 22	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
313341	Moran Park Homebuilders Limited 118 no. apartments in three blocks and all associated site works. Glenamuck Road North, Carrickmines, Dublin 18	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for local reduction in recharge to ground. Operational phase: No potential impact envisaged. Furthermore, any accidental discharges from car park areas will be mitigated by interceptor and SUDs design.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
314386	Camgill Property A Tri Limited 156 no. apartments in two blocks, creche and associated site works. Site 10, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 17	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Swords Central Station/ Seatown Station/Fosterstown Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at/ near the development site. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Mayne River) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats including Baldoyle Estuary. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Potential [nominal] reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313760	Ravensbrook Limited 310 no. Build to Rent apartments, creche and associated site works. Lands at Belgard Square East, Belgard Road and Blessington Road, Tallaght, Dublin 24	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Jobstown Stream) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats (including Dublin Bay). Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential to adjacent watercourses and any associated sensitive ecological habitats. Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313266	Cairn Homes Properties Limited 377 no. Build to Rent apartments, creche and associated site works. Former Blakes and Esmonde Motors Site, Lower Kilmacud Road, Stillorgan Road (N11) and The Hill, Stillorgan, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313322	1 Carrickmines Land Limited 443 no. residential units (41 no. houses, 402 no. apartments), creche and all associated site works. Priorsland, within the townlands of Carrickmines Great and Brennanstown, Dublin 18	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318151	The Davy Platform IC for and OBO the Liffey Sub-Fund 6 data centre buildings. EIAR submitted. Kildare Innovation Campus (KIC), Barnhall Meadows, Leixlip, Co. Kildare	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313331	J Murphy (Developments) Limited 645 no. apartments, creche and associated site works.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	Lands at Fosterstown North, Dublin Road/R132, Swords, Co. Dublin.	Population & Land-Use:	Construction Phase: Negative, Significant, Short-term Construction activity and construction traffic as a result of this development and the construction of Fosterstown Station/Swords Central Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Fosterstown Station/Swords Central Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Fosterstown Station/Swords Central Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for moderate to significant cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Slight to moderate if concurrent Operational Phase: Not significant
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if the development requires Groundborne noise or vibration generating activities such as piling. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Sluice River) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats (including Baldoyle Estuary). Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Adjacent to cut / cover section of route through Swords, potential for cumulative impact from settlement	mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Land Take:	Construction Phase: The application site takes in an area of the R132 to the east of the main application site, in order to provide for entrance arrangements and public realm works. The area of the public road outside the applicant's ownership falls within the MetroLink red line boundary but outside of the Fosterstown Construction Compound. There is potential for cumulative impacts if construction periods overlap. These are assessed under the individual environmental topics. Operational Phase: No cumulative impact predicted.	Construction Phase: access arrangements to the residential construction site from the R132 to be co-ordinated with MetroLink if construction periods overlap. Operational Phase: No cumulative impact predicted.	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: The application site takes in an area of the R132 to the east of the main application site, in order to provide for entrance arrangements and public realm works. The area of the public road outside the applicant's ownership falls within the MetroLink red line boundary but outside of the Fosterstown Construction Compound. There is potential for cumulative impacts on utility works if construction periods overlap. Operational Phase: No cumulative impact predicted.	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	Construction Phase: If construction is simultaneous, there is the potential for additional effects on local landscape and visual amenity. Operational Phase: Potential for additional moderate-significant effects on local landscape and visual amenity. This is a substantial residential development just across the R132, west of the proposed Fosterstown Station. This development will create an adjacent high rise element which will change the context for the proposed low-rise Fosterstown station. Being relatively high it could by comparison, reduce the impact of the station proposal. (Note also case ref. 314253)	Construction Phase: No specific mitigation proposed to reduce additional effects, beyond standard construction and operational practice. Operational Phase: No specific mitigation proposed to reduce additional effects, however the refinement of proposed planting could possibly be effective in reducing visual impact.	Construction Phase: Moderate cumulative impacts, if construction is simultaneous. Operational Phase: Moderate cumulative impacts.
313145	Kelland Homes Limited and Durkan Estates Ireland Limited 655 no. residential units (257 no. houses, 398 no. apartments), childcare facility and associated site works. In the townland of Boherboy, Saggart Road, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313337	Cairn Homes Properties Limited 7 year permission for the construction of 621 no. residential units (118 no. houses, 503 no. apartments), creche and associated site works. Estuary West Lands at Holybanks, Swords, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Short-term Construction activity and construction traffic as a result of this development and the construction of Seatown Station/Estuary Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Seatown Station/Estuary Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Seatown Station/Estuary Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight to moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Not significant to Slight Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Broadmeadow River) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats (including Malahide Estuary). Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	RLB Includes work at Estuary roundabout which is crossed by cut section of track, potential for settlement effects during construction	mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: Given the scale of the proposed development subject to this planning application and the proximity to the MetroLink alignment, there is potential for cumulative impacts on utilities if construction periods overlap. Operational Phase: No cumulative impact predicted.	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315425	AAI Baneshane Limited 99 Build to Rent apartments. NIS lodged with application. Land at Canterbury Gate, Old Navan Road, Mulhuddart, Dublin 15	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not Significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315602	Brookclam Land Limited A mixed-use development that will consist of the demolition of the Swords Day Centre for Senior Citizens and the development of a mixed-use scheme of 121 apartments, 4 retail units, a Senior Citizens Centre, a commercial car park and all associated site works. Site at the junction of Forster Way and Chapel Lane, including the Swords Day Centre for Senior Citizens (K67 PN72), Swords, Co. Dublin	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Short-term Construction activity and construction traffic as a result of this development and the construction of Fosterstown Station/Swords Central Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Fosterstown Station/Swords Central Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Fosterstown Station/Swords Central Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Ward River) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats (including Malahide Estuary). Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
314485	DAA plc Night-time use of the runway system at Dublin Airport Dublin Airport, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of Dublin Airport Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Dublin Airport Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dublin Airport Station. Both developments will provide critical infrastructure to wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not Significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	No cumulative construction or operational noise impacts due to absence of aircraft noise associated with Metrolink project. No construction phase associated with proposed project	No additional mitigation required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	No potential for biodiversity cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317304	Intel Ireland Limited Alterations to overhead power line. An NIS and EIAR accompany the application. Intel Leixlip Site, Collinstown, Blakestown, Kellystown, Collinstown Industrial Park, Leixlip, Co Kildare	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315033	HGREIT II Montrose LLC Construction of 26 student accommodationstudio units and all associated site works. A Natura Impact statement has been prepared in respect of the proposed development. Aparto Montrose Student Accomodation, Stillorgan Road, Dublin 4	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance and scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316297	Gerard Gannon Properties Construction of 32 no. residential units (11 no. 1 bed units, 19 no. 2 bed units	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	and 2 no. 2 bed live/work units) and 3 no. retail units all contained within 2 no. individual buildings and all associated works. Belcamp Hall (Protected Structure), Malahide Road, Belcamp, Dublin 17	Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Fosterstown Station/ Swords Central Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318921	Red Rock Glenageary Ltd Construction of 138 no. residential apartment units and commercial and retail units at ground floor level and all associated site works. All application documentation and information is available for public viewing at the following website set up by the applicant: www. glenagearygatelrd. ie. Lands at junction of Sallynoggin Road and Glenageary Avenue and Glenageary Roundabout, Glenageary, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not Significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	No potential for biodiversity cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact

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		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313944	Jolview Limited Construction of 18 dwellings and all associated site works. NIS included with application. Holmpatrick, Rush Road, Skerries, Co Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317802	EdgeConneX Ireland Limited Construction of 2 adjoined single storey data centres with associated site works Site within the townland of Ballymakaily, West of Newcastle Road (R120), Lucan, Co. Dublin	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318722	Deirdre Burns Construction of 3 houses and all associated site works. Alteration to existing dwelling to include: (i) construction of a ground floor level extension to front/rear/side and (ii) construction of a first floor level extension to the front/side/rear. A Natura Impact Statement (NIS) was submitted with this application. Barbary, Strand Road, Sutton South, Dublin 13	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318393	Beakonshaw Mabes Limited Construction of 52 houses and all associated site works. A Natura Impact Statement (NIS) was submitted with this application. Lands at Mabestown, Malahide Road (R107), Malahide, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Fosterstown Station/ Swords Central Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Nonetheless, the effects of habitat loss will remain significant at the local geographic scale for the habitats depositing / lowland rivers (FW2), drainage ditches (FW4), species-rich dry calcareous grassland (GS1), wet grassland (GS4), (mixed) broadleaved woodland (WD1), mixed conifer woodland (WD3), scattered trees and parkland (WD5), hedgerows (WL1), treelines (WL2) and immature woodland (WS2). Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	Construction Phase: Surface water and Fauna displacement - Not significant. Habitat Loss - significant at the local geographic scale and permanent Operational Phase: Not Significant.
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315183	Raheny 3 Limited Partnership Construction of 580 no. apartments and associated site works. Lands to the east of Saint Paul's College, Sybil Hill Road, Raheny, Dublin 5	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not Significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317234	James, Andrew, Harry and St. John Simpson Construction of 6 houses and all associated site works. NIS was included with the Planning Application. Rear of 67, Merrion Road, (D04 RD40) and to the rear of the adjoining No. 69 Merrion Road, Dublin 4 and including parts of the adjoining laneway (between No's 65 and 67 Merrion Road) off Merrion Road leading to the Wanderers Football Club.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315161	PWCPS Construction of 74 residential units.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	Lands at Palmer Road and Palmer Avenue, Rush, Co. Dublin.	Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315450	AAI Baneshane Limited Construction of 91 apartments (phase 2) and associated site works. NIS accompanied application. Phase 1 (99 units) was submitted under separate application under Reg. Ref. FW22A/0228. Canterbury Gate, Old Navan Road, Mulhuddart, Dublin 15	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
311528	Huntstown Power Company Ltd Construction of a 2 storey 220kV GIS substation known as 'Mooretown', 4 underground transmission cables and all associated and ancillary site development and construction works. Lands adjacent to Huntstown Power Station, North Road, Finglas, Dublin 11	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the infrastructure amenity of the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential [nominal] reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318844	The Electricity Supply Board (ESB) Construction of a new 110kV substation. located in Belinstown, Swords, Co. Dublin.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of Estuary Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Estuary Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development. Both developments will provide critical infrastructure to wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not Significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318180	Universal Developers LLC Construction of data centre and associated site works. An Environmental Impact Assessment Report (EIAR) has been submitted to the planning authority with the planning application. Cruiserath Road, Dublin 15.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318795	EirGrid Construction of Gas Insulated Switchgear Switchboard building with all associated site works. Removal of reactors and extension. NIS submitted to Planning Authority. Poolbeg 220kV Electrical Substation and adjacent land, Pigeon House Road, Dublin 4 on site measuring 3.6ha.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale and distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the infrastructure amenity of the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	Construction Phase: Surface water and Fauna displacement - Not significant. Habitat Loss - significant at the local geographic scale and permanent Operational Phase: Not Significant.
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315292	Rimor Fortris Limited Demolition of buildings, construction of	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	office buildings and all associated site works NIS submitted. Site of Canal House and Construction House, Canal Road, Dublin 6	Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink, and if the development requires Groundborne noise or vibration generating activities such as piling or blasting. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: N/A	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313361	Birchwell Developments Limited Demolition of buildings, construction of 415 no. residential units (252 no houses, 163 no. apartments) creche and associated site works. Lands at Back Road and Kinsealy Lane, Kinsaley, Broomfield, Malahide, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Should the construction of both the projects coincide - the construction phase could potentially impact accessibility for the locals in the area; cause disturbance in the form of construction noise / dust and impact on visual amenity. The construction of both projects would however increase construction employment opportunities and may boost positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
314171	CWTC Multi Family ICAV Demolition of buildings, construction of 345 no. residential units (292 no. Build to Rent apartments, 49 no. Build to Sell apartments, 4 no. Build to Sell Houses) creche and associated site works. Former Bailey Gibson Site, 326-328 South Circular Road. Rehoboth Place, Rehoboth Avenue, South Circular Road and Donore Avenue, Dublin 8	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Should the construction of both the projects coincide - the construction phase could potentially impact accessibility for the locals in the area; cause disturbance in the form of construction noise / dust and impact on visual amenity. The construction of both projects would however increase construction employment opportunities and may boost positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
312295	Majick Hour Limited Demolition of buildings, construction of 116 no. Build to Rent apartments and associated site works. 43-50 Dolphin's Barn Street, Dublin 8	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
314458	Serendale Limited Demolition of buildings on site,	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	construction of 457 no. apartments, creche and associated site works. North West corner of Omni Park Shopping Centre, Santry and Santry Hall Industrial Estate, Swords Road, Dublin 9	Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Ballymun Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
312935	Eircom Limited (Eir) Demolition of all structures, construction of 111 no. apartments and associated site works. Sommerville House, Dundrum Road, Dublin 14.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318683	Starrus Eco Holdings Demolition of all existing waste processing buildings on site and construction of a new modernised multi-processing facility. Panda Waste, Ballymount Road Upper, Ballymount, Dublin 24	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale and distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the infrastructure amenity of the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313220	Demolition of all existing buildings on site, construction of 881 no. apartments, creche and associated site works.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of Charlemont Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Charlemont Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313583	Huntstown Power Company Limited Demolition of 2 no. existing residential dwellings and construction of 2 no. data hall buildings. EIAR submitted with application Lands adjacent to Huntstown Power Station, North Road, Finglas, Dublin 11	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Should the construction of both the projects coincide - the construction phase could potentially impact accessibility for the locals in the area; cause disturbance in the form of construction noise / dust and impact on visual amenity. The construction of both projects would however increase construction employment opportunities and may boost positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the infrastructure amenity of the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315001	Lark Finance Limited Demolition of 2 houses. Construction of an	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	apartment block consisting of 31 apartments and all associated site works. NIS has been submitted with this application. 353 & 363 Blackhorse Avenue, Dublin 7, which is bound by Blackhorse Avenue to the south & Villa Park to the west	Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale and distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the infrastructure amenity of the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
314161	Urban Life (BMD) Ltd Demolition and clearance of all buildings and structures on site and the construction of two apartment buildings (Buildings A and B) with balconies to contain a total of 99 apartments. A Natura Impact Statement will accompany this planning application. Site located at Beaumont Road / Beaumont Grove / Grace Park Court / Ellenfield Road, Beaumont, Dublin 9	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Should the construction of both the projects coincide - the construction phase could potentially impact accessibility for the locals in the area; cause disturbance in the form of construction noise / dust and impact on visual amenity. The construction of both projects would however increase construction employment opportunities and may boost positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve access of and journey amenity to / from this development by way of Collins Avenue Station, in addition to other public transport routes.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318838	Ryanair DAC Construction of single storey, part two storey , a hanger for 4 air crafts, associated facilities and office area. Demolition of internal airport roadway on site access arrangements and site development works. The proposed development does not propose any increase in passenger or operational capacity at Dublin Airport An NIS has been prepared. Site to the north of Hangar 6 and North Apron, west of Castlemoate Road and south of Gatepost 1B, in the townlands of Cloghran and Corballis, Dublin Airport, Co. Dublin.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of Dublin Airport Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Dublin Airport Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dublin Airport Station. Both developments will enhance the function of Dublin Airport and facilitate increased economic activities.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any significant airborne noise or vibration impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317480	Kilshane Energy Ltd. Demolition of buildings, road improvement works and construction of gas turbine power generation station with all associated site works. EIAR has been prepared. EPA licence is required. Kilshane Road, Kilshane, Finglas, Dublin 11.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Should the construction of both the projects coincide - the construction phase could potentially impact accessibility for the locals in the area; cause disturbance in the form of construction noise / dust and impact on visual amenity. The construction of both projects would however increase construction employment opportunities and may boost positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the infrastructure amenity of the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315053	Ventaway Limited Demolition of buildings. Construction of 24	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	storey mixed use building with all ancillary site works. NIS and EIAR submitted to PA. Site bound by City Quay to the north, Moss Street to the west & Gloucester Street South to the south, Dublin 2. The site includes 1-4 City Quay (D02 PC03), 5 City Quay and 23-25 Moss Street (D02 F854)	Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Tara Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink, and if the development requires Groundborne noise or vibration generating activities such as piling or blasting. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: N/A	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	At 24 storeys and east of the George's Quay building complex, this potential development may be visible from the Tara station site, beyond the elevated rail line. However this would be in the context of other similar existing, permitted or proposed structures. Predicted cumulative effect would be, at worst, slight.	No additional mitigation required	No significant residual cumulative impact
317770	Elaine Scanlon Demolition of dwelling and construction of a replacement dwelling. Natura Impact Statement (NIS) lodged with application. Hollybush, Beach Lane, The Burrow, Portrane, Co. Dublin, K36 Y338	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315334	Joe Sweeney Demolition of dwelling and construction of new dwelling. NIS lodged with application. Glenlion Chalet, Thormanby Road, Howth, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Potential for cumulative impacts for spread of Third Schedule Invasive species. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) and in the Invasive Species Management Plan contained in the outline CEMP in Appendix A5. 1 will ensure no spread of Third Schedule invasive species during construction. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318458	Bartra Property Cookstown Limited Demolition of existing 1-3 storey industrial/commercial structures and small cafe. Construction of 123 residential units arranged in 2 no. blocks, commercial floor space located at ground floor level and all associated site development works. Unit 21, First Avenue, Cookstown Industrial Estate, Dublin 24.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313235	Orchid Residential Limited Demolition of existing building on site, construction of 221 no. student bedspaces and associated site works. The car sales premises currently known as Vector Motors (formerly known as Victor Motors), Goatstown Road, Dublin 14	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313278	U and I (White Heather) Limited Demolition of existing buildings on site except 307/307a South Circular Road, construction of 335 no. residential units (7no. houses, 328 no. apartments), creche and associated site works.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	White Heather Industrial Estate, South Circular Road and 307/307a South Circular Road and 12a St James's Terrace, Dublin 8	Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Charlemont Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Charlemont Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
312352	Birkey Limited Demolition of existing buildings, construction of 183 no. Build to Rent apartments, and associated site works. No. 146A and 148-148A Richmond Road, Dublin 3.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Glasnevin Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Glasnevin Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Glasnevin Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313591	Garyaron Homes Limited Demolition of existing buildings, construction of 242 no. apartments, creche and associated site works. Lands at Broomhill Road and Unit 51 Broomhill Road, Tallaght, Dublin 24	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not Significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313125	Ravenshire Ltd. Demolition of existing buildings, construction of 593 no. student bedspaces and associated site works. Shanowen Business Centre and Kaybee House, Shanowen Road, Santry, Dublin 9	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Ballymun Station/Collins Avenue Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313606	Landmarque Belgard Development Company Limited	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	Demolition of existing structures, construction of 334 no. apartments (216 no. apartments, 118 no. Build to Rent apartments), creche and associated site works. ABB, Belgard Road, Dublin 24	Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not Significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313590	Greenhills Living Limited Demolition of existing substation, construction of 197 no. apartments across four blocks, childcare facility and associated site works. Lands on Greenhills Road (north of Bancroft Park, south/west of Hibernian Industrial Estate and east of Airton Road Junction), Tallaght, Dublin 24	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not Significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. An accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Potential for cumulative impacts for spread of Third Schedule Invasive species. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) and in the Invasive Species Management Plan contained in the outline CEMP in Appendix A5. 1 will ensure no spread of Third Schedule invasive species during construction. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313338	Sandyford Environmental Construction Limited Demolition of structures on site, construction of 207 no. Build to Rent apartments, creche and associated site works. Junction of Ravens Rock Road and Carmanhall Road, Sandyford, Dublin 18	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not Significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
314019	Demolition of the existing building on site i. e. the existing Chadwicks Builders Merchants, construction of 350 no. apartments and associated site works.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Northwood and Ballymun Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Northwood and Ballymun Stations/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Northwood and Ballymun Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313321	Heronbrook Properties Limited Demolition of the existing structures on site, construction of 101 no. residential units (32 no. houses, 69 no. apartments), creche and associated site works. Blackglen Road, Balally and Woodside, Sandyford, Dublin 18	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313252	Cairn Homes Properties Limited Demolition of the non-original fabric of Chesterfield House and sheds, construction of 366 no. residential units (8 no. houses, 358 no. apartments), creche and all associated site works. Chesterfield, Cross Avenue, Blackrock, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of Charlemont Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Charlemont Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Potential for cumulative impacts for spread of Third Schedule Invasive species. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) and in the Invasive Species Management Plan contained in the outline CEMP in Appendix A5. 1 will ensure no spread of Third Schedule invasive species during construction. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313281	Cairn Homes Properties Limited Demolition of 'Winterbrook', and the	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	former dwelling attached to Barrington Tower (a protected structure), construction of 534 no. Build to Rent apartments, creche and associated site works. "Barrington Tower", Brennanstown Road, Dublin 18	Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
316138	DAA plc Development on 4 sites located entirely within lands in the ownership of Dublin Airport, including 2 sites at the Airfield in the townlands of Collinstown, Coultry, and Huntstown, Co. Dublin. The proposed development will consist of the construction of a subterranean Underpass of Runway 16/34 and all associated and ancillary works. The planning application is accompanied by an EIAR and an NIS. Townlands of Collinstown, Coultry, and Hunstown Co. Dublin, and in the townland of Pickardstown, Co. Dublin, and in the townland of Portmellick	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and provide critical infrastructure to wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if the development requires Groundborne noise or vibration generating activities such as piling, tunnelling or blasting. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of this development. Accidental pollution event could result in habitat degradation, and habitat loss from extreme habitat.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact due to removal of any contaminated soils at the site. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for potentially contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
314487	Minister for Agriculture, Food and the Marine Dredging of harbour, reclamation of land, landscape reclaimed land, construction of slipway and construction of embarkment and rock armour around reclaimed land Howth Fishery Harbour Centre, Howth, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on seabirds resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	Construction Phase: Breeding seabirds (non SCI) local significant impact Operational Phase: Not Significant.
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the harbour site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the harbour site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Near tunnelled section of route, potential for cumulative impact from settlement	mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318380	Olga Muzychuk Erect a 3-bedroom single storey farmhouse dwelling. This application also involves the installation of a proprietary wastewater treatment works and the carrying out of all associated site works. A Natura Impact statement (NIS) is submitted to the planning authority with the application. Barrack Road, Glencullen, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318247	GEDV Monkstown Owner Limited Large Scale Residential Development (LRD) - permission for 491 no. residential units, a childcare facility, restaurant/café and all associated site development works. Dalguise House is a protected structure - RPS no. 870. A Natura Impact and an EIAR accompanies application. Website: www. dalguiselrd. ie. Site of c. 3.58 hectares at Dalguise House, Monkstown Road, Monkstown, County Dublin, A94 D7D1.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

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		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
314934	HPREF HSQ Investments Limited Mixed use commercial development consisting of a hotel, office block, and all associated site works. Accompanied by NIS and EIAR. Heuston South Quarter which is bounded by St. John's Road West (to the north), Military Road (to the east) and the Royal Hospital Kilmainham (Protected Structure) (to the west and south), Kilmainham, Dublin 8	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and provide critical infrastructure to wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313360	Kinwest Limited Preservation of Auburn House (a Protected Structure) and stables as 1 no. residential dwelling, conversion of stables to provide storage space for Auburn House, construction of 368 no. residential units (87 no. houses, 281 no. apartments), creche and associated site works. Lands at Auburn House (Protected Structure), Little Auburn and Streamstown, Off Malahide Road and Carey's Lane, Back Road, and Kinsealy Lane, Malahide, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Swords and Seatown Stations/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Swords and Seatown Stations/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Swords and Seatown Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318607	The Land Development Agency Proposed construction of a residential led mixed use scheme across 16 blocks within 9 buildings ranging in height from 4 to 15 storeys. Lands at Park West Avenue, Cherry Orchard Dublin 10. Bound by Cloverhill Road to the north, Cedar Brook Avenue and Park West Avenue to the east, Park West Cherry Orchard Rail Station to the southeast & the M50 to the west	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
314964	Integrated Materials Solutions Limited Partnership Proposed development of a Circular Economy Campus and an Integrated Waste Management Facility at the Hollywood Landfill Hollywood Great, Nag's Head, Naul, Co. Dublin, A41 YE92	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent

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		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Potential for cumulative impacts for spread of Third Schedule Invasive species. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) and in the Invasive Species Management Plan contained in the outline CEMP in Appendix A5. 1 will ensure no spread of Third Schedule invasive species during construction. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential for reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317831	ESB Proposed development of three 110kV electricity circuits. Various locations in North Dublin between Forrest Little, Belcamp, Clonshaugh and Harristown, Co. Dublin.	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative airborne noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any significant airborne noise or vibration impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and depending on the method of excavation or tunnelling used. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Potential for cumulative impacts for spread of Third Schedule Invasive species. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) and in the Invasive Species Management Plan contained in the outline CEMP in Appendix A5. 1 will ensure no spread of Third Schedule invasive species during construction. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Cable routes cross tunnelled section of route, potential for cumulative impact from settlement	mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects	No significant residual cumulative impact
		Land Take:	This application relates to the provision of electricity transmission infrastructure to facilitate the MetroLink project. The installation and routing of the cables is assessed within the EIAR for the MetroLink Railway Order.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Infrastructure & Utilities:	This application relates to the provision of electricity transmission infrastructure to facilitate the MetroLink project. The installation and routing of the cables is assessed within the EIAR for the MetroLink Railway Order and also in the EIAR accompanying the ESB planning application. Construction: Potential for cumulative impact on utility works if construction phases overlap. Operation: None	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315672	Tetrarch Residential Limited PROTECTED STRUCTURE: 78 senior residential living apartments within an integrated retirement community development and all associated site works. A NIS was submitted as part of the appeal. Sybil Hill House, Sybil Hill Road, Raheny, Dublin 5, D05 AE38.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Collins Avenue and Griffith Park Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Nanniken) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats (including Dublin Bay). Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317317	Rectone Developments Limited PROTECTED STRUCTURE: Construction of 78 apartments and all associated and ancillary site works. A Natura Impact Statement was submitted as part of this application. Lands at Balnagowan House, St. Mobhi Boithirin, Glasnevin, Dublin 9	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Glasnevin Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Glasnevin Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Glasnevin Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if any groundborne noise or vibration generating activities are used such as piling. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316444	Kinwest Limited. PROTECTED STRUCTURE: Conversion of stables of Auburn House to provide for storage space for the main Auburn House and construction of 69 residential units. An EIAR and NIS were submitted with this application. Lands at Auburn House, Malahide, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Seatown, Swords Central, and Fosterstown Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316498	Kinwest Limited PROTECTED STRUCTURE: Conversion of	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	stables of Auburn House to provide for storage space for the main Auburn House and construction of 98 residential units and associated car/bicycle parking with refuse stores, bicycle store and plant at ground floor level; landscaping; boundary treatments; public lighting; 1 ESB unit substation and all associated site infrastructure and engineering works necessary to facilitate the development. An EIAR and NIS were submitted with this application. Lands at Auburn House (protected structure) and Little Auburn, Malahide, Co. Dublin	Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Seatown, Swords Central, and Fosterstown Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
316504	Kinwest Limited PROTECTED STRUCTURE: Preservation of Auburn House and its stables as 1 residential dwelling. Construction of 92 residential units; landscaped public and communal open spaces, public lighting, 1 ESB unit substation; 1 foul pumping station; foul sewer works and all associated ancillary site development infrastructure. An EIAR and NIS were submitted with this application. Lands at Auburn House (Protected Structure) and Little Auburn, off the R107 Malahide Road/Dublin Road, Malahide, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dardistown, Northwood and Ballymun Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316113	WSHI Ltd. & The Michael J Wright Group Protected Structures (Ref: 0556 and 0557) change of use of from residential use to hospitality and tourist retail use. Demolition of some farm buildings. NIS submitted with application. AL received 21/12/22. Howth Castle, Howth Road, Howth, Co. Dublin, D13 EH73	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315260	Scafftex Ltd Scaffolding storage and distribution yard. NIS lodged with application Junction of R132 and Old Turvey Avenue and including works to the Tee junction to the east of the site at the intersection,of Old Turvey Avenue and New Turvey Aveneue, Donabate, Co. Dublin	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Short-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Short -term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316470	Macenas Limited The construction of 64 no. apartment units in the form of a 5-6 storey apartment blocks, the provision of a ground floor retail/caf? unit, and Public Realm upgrades to Dundrum Road and all other associated site works above and below ground associated with the proposed development. An NIS has been submitted with the application. Site of approx. 0.24 ha on lands at Frankfort Centre, Dundrum Road, Dublin 14	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316429	Galadar Properties Limited The construction of a 120 no. bed nursing home facility (4 and 5 storeys in height) and all associated site clearance, excavation and development works. A Natura Impact Statement will be submitted to the Planning Authority with the application. Rose Cottage, 26 Cherrywood Road, Shankill, Dublin 18, D18 P4A7	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
309773	Data and Power Hub Services LTD The demolition of the existing two storey dwelling of Bulmer and associated outbuildings and the provision of two no. 110kV transmission lines and a 110kV Gas Insulated Switchgear (GIS) substation compound and Transformers / MV switch room compound along with associated site works. Lands along Peamount Road within the townlands of Milltown and Clutterland, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

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		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
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		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
307352	Commissioner of Public Works The proposed development for Brexit Infrastructure will consist of - Installation of porta-cabin structures. Resurfacing and amalgamation of existing yards. Parking for heavy good vehicles, cars and bicycles. Gates, signage and all ancillary site works. Dublin Port, Dublin 3	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance and scale of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the O'Connell Street Station.	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: N/A Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: N/A Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

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		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315725	Irish Water Upgrades to existing network and provision of new pipleline. A Natura Impact Statement (NIS) was submitted with this application. Mariavilla, Carton Demesne, Oldcarton, Catherinestown, Kellystown, Ravensdale, Sion and Confey, Co. Kildare	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
314226	Hibernia REIT plc Construction of 15 units at Former Scruffy Murphy's Public House and associated site works. Former Scruffy Murphy's Public House, 1/2 Power's Court, Dublin 2, D02 EK50	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Should the construction of both the projects coincide - the construction phase could potentially impact accessibility for the locals in the area; cause disturbance in the form of construction noise / dust and impact on visual amenity. The construction of both projects would however increase construction employment opportunities and may boost positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve access of and journey amenity to / from this development by way of Tara Station/St Stephens Green Station, in addition to other public transport routes.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317483	Fairfield Road Property Ltd. Construction of 2 apartment blocks comprising 38 apartment units and all associated site works. Site at Marlborough Road, Dublin 7, and located to the rear of properties on Marlborough Mews.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance and scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Mater and O'Connell Street Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential [nominal] reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317818 5252/22	O'Cualann Cohousing Alliance CLG Construction of 32 houses, 2 sheltered	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	housing units, single storey creche and all associated site works. Parkview, Ballymun, Dublin 11	Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance and scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Ballymun Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
317442	Cabhru Housing Association Construction of 37 apartments and all associated site works. Demolition of warehouse building on site and removal of brick boundary wall fronting Richmond Lodge and steel fencing fronting Convent Avenue. Convent Avenue, Dublin 3, D03 FA02 known as Pete's Antiques. The site is adjacent to Richmond, Lodge to the south and the grounds of St. Vincent's Hospital to the north.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance and scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Griffith Park and Glasnevin Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315984	Garvagh Homes Ltd. Construction of 80 apartments, 2 retail units, a coffee shop and all associated site works and services. Demolition of buildings with the exception of 168 Phibsborough Road 'Former Des Kelly Site' a site of 0.262Ha. bounded by 364-374 North Circular Road, Royal Canal Bank, and 168-169 Phibsborough Road, Dublin 7	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Glasnevin and Mater Stations/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Glasnevin and Mater Stations/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Glasnevin and Mater Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Surface works associated with Metrolink sufficiently set back from proposed development and screened by existing buildings such that no significant cumulative airborne noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any significant airborne noise or vibration impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if any groundborne noise or vibration generating activities are used such as piling. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Soils & Geology:	Near tunnelled section of route, potential for cumulative impact from settlement	mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313553	Vesada Private Ltd. The development will consist of; (A) Demolition of existing dwelling and existing steel shed to the rear of subject site. (B) The construction of 2 no. separate apartment blocks yielding a total of 27 no. apartments. 17 Richmond Avenue, Fairview, Dublin 3 (D03 TK54) and 19, Richmond Avenue, Fairview, Dublin 3 (D03 X5W7)	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance and scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Mater and O'Connell Street Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
313917	Aldi Stores (Ireland) Limited The proposed development involves: (1) the demolition of the existing Aldi store; (2) construction of a 2 storey commercial block fronting St. Margaret's Road, incorporating a foodstore, with ancillary off-licence sales area at first floor level over under croft car parking, including an external service area; (3) associated signage; (4) reconfiguration of the existing car parking; (5) 20 no. cycle spaces; (6) revised southern vehicular access off St. Margaret's Road; (7) All landscape, boundary treatment and site development works. 1.03 hectare site at the existing Aldi Store site, St. Margaret's Road, Finglas, Dublin 11	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance and scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dardistown and Northwood Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
314206	La Touche S.a.r.l The proposed development will consist of; the refurbishment/reconfiguration, partial demolition, recladding and vertical extension of an existing 7-storey building to a 10-storey office building with an additional commercial floorspace provided. La Touche House, Custom House Dock, I.f.S.C. Dublin 1	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the O'Connell Street and Tara Street Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317828	DAA plc To consist of: (1) the reconfiguration and expansion of the 2-storey US Customs and Border protection (CBP) pre-clearance facility and (2) the partial demolition, refurbishment and upgrade of the 2-storey former flight catering building, to become the South Apron Support Centre (SASC), which, together with its external hardstanding area to the north-west of the SASC, is to be used initially as a temporary construction compound for the proposed works to the CBP facility and then for continued use as an airport operational building for airside support/operations. In the townlands of Corballis and Collinstown, Dublin Airport, Co. Dublin.	Traffic & Transport:	Not significant	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Dublin Airport Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Dublin Airport Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dublin Airport Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any significant airborne noise or vibration impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Near tunnelled section of route, potential for cumulative impact from settlement	mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
312855	Andemar Ventures Limited Construction of 87 residential dwellings	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	and 3 ground floor retail units Lands located west of Malahide Road and north of Baskin Lane, Malahide Road, Kinsealy (also Kinsaley), Dublin 17	Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dublin Airport Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317446	Vantage Data Centres DUB11 Limited Construction of a data centre Site within the townlands of Ballybane & Kilbride, Clondalkin, Dublin 22	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
314040	Construction of Parish Centre and 58 unit sheltered housing apartments	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Fosterstown and Swords Central Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317146	Cuisle Properties Ltd Demolition of a single storey flat roofed storage building and the construction of 5 one bedroom apartments. 23/24, Rutland Place North, Dublin 1	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Mater Station/O'Connell St Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if any groundborne noise or vibration generating activities are used such as piling. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318805	ORHRE Camden Row Limited Demolition of building, construction of 7 storey hotel with all associated site works. 12 Camden Row, Saint Kevin's, Dublin 8	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Charlemont Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Charlemont Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315255	Sawbridge Limited Demolition of building. Construction of 111 bedroom hotel with all associated site works. The Swan Centre, Rathmines Road Lower/Castlewood Avenue, Rathmines, Dublin 6, extending to Castlewood Terrace, Rathmines, Dublin 6	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Charlemont Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Charlemont Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315314	Lidl Ireland GmbH Demolition of buildings on site (1,316 sq. m gross floor area) and the construction of a mixed use retail/commercial and residential development totalling 9,177sq. m gross floor area. Residential development will consist of 60 apartments. The existing LIDL foodstore, 130 Slaney Road, Dublin Industrial Estate, Dublin 11 and the former petrol station on Finglas Road, Dublin 11.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316087	Walthill Properties Limited Demolition of dwelling, construction of 22 dwellings and all associated site works Baggotrath House, Newbridge Avenue, Sandymount, Dublin 4 (including 11 Newbridge Drive, Sandymount, Dublin 4, D04 C9Y5)	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance and scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316103	Derek Murtagh Demolition of existing building and	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	construction of 8 story Hotel comprising 81 bedrooms and all associated works. 3/4 Kevin Street Lower and Liberty Lane, Portobello, Dublin 8	Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Charlemont Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Charlemont Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318454	Patrick Goslin & Sons Limited Demolition of existing structures and construction of a mixed commercial / residential development of 64 units in 3 blocks. 52 & 54 Quarry Road, Cabra, Dublin 7	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Mater, Glasnevin, and Griffith Park Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
310939	Cluid Housing Association Demolition of existing structures and construction of two apartment blocks consisting of 52 apartments 49-53 North Great Charles Street, Dublin 1, Located at the junction of Great Charles Street / Charles Lane / Tyrrell Place	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Mater and O'Connell Street Stations/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Mater and O'Connell Street Stations/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Mater and O'Connell Street Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315061	Prime GP 1 Limited Demolition of greenhouses and related structures. Construction of a nursing home with 120 beds and all associated site works. Former Highfield Plant Nursery located off Oaklands Crescent Road, Highfield Road, Rathgar, Dublin 6	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Given the scale of the development, construction activity and construction traffic as a result of this development and the construction of Charlemont Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Charlemont Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No cumulative impact predicted.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318046	Clondev Properties Limited Demolition of residential dwelling Hollytree House. Construction of 85 apartments and all associated site works. Hollytree House, Nevinstown, Swords, Co. Dublin	Traffic & Transport:	Not significant	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Short-term Given the scale and distance of both developments, construction activity and construction traffic as a result of this development and the construction of Fosterstown Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Fosterstown Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Fosterstown Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for slight to moderate cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any significant operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Not Significant to Slight if concurrent Operational Phase: Not significant
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction phase of this development via foul and surface water drainage, however the foul wastewater should be directed to the existing public foul network and the drainage water will be directed to public surface water drainage	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Near retained cut section, potential for cumulative effect from settlement during construction	mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects	No significant residual cumulative impact
		Land Take:	Construction Phase: the planning application site is within approximately 50m of the MetroLink alignment. No significant cumulative impacts are envisaged. Operational Phase: no cumulative impact.	Construction Phase: TII is in the process of developing a "Guidance Note for Developers", which will be published following the potential grant of a Railway Order for MetroLink, and which may be the subject of bye-laws. The proposed guidance is designed to facilitate future adjacent or over-site development while protecting the integrity and safety of the MetroLink works and operations. This Guidance Note would define 'exclusion' and 'protection' zones, loading conditions and or/processes to help ensure that the MetroLink subsurface assets are protected from the impact of third-party development activities.	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: Given the proximity of the proposed development subject to this planning application to the MetroLink alignment, there is potential for cumulative impacts on utilities if construction periods overlap. Operational Phase: No cumulative impact predicted.	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	South-west of Airside across the major road junction, this will have slight cumulative visual effects	No additional mitigation required	No significant residual cumulative impact
310034	Gannon Properties Pedestrian and cycle path	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	Lands at Mooretown and Abbeyvale Court, Swords, Co. Dublin	Population & Land-Use:	Construction Phase: Negative, Slight, Short-term Given the scale and distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, both developments will improve the accessibility of the area through sustainable transport mode.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318891	Independent Trustee Company as Trustee of IT002346 Protected Structure: Construction of 5 storey apartment consisting of 10 units and all associated site works. Rear of 47 Main Street, Swords, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Short-term Given the distance of the development, construction activity and construction traffic as a result of this development and the construction of Swords Central Station/Seatown Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Swords Central Station/Seatown Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Swords Central Station/Seatown Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Not applicable: project permission rejected for not providing sufficient information (including concerning surface water drainage information)	No additional mitigation required	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317760	Mosaro Limited PROTECTED STRUCTURE: Construction of a 4 storey building comprising 6 apartments and all associated site works. Lands to the rear of No. 29 Frederick Street North, (within the curtilage of a protected structure, RPS. 2978), Dublin 1, D01 NW86 with development access off Frederick Lane North.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of O'Connell Street Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and O'Connell Street Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the O'Connell Street Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if any groundborne noise or vibration generating activities are used such as piling. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact
		Biodiversity:	there are no cumulative impacts predicted due to the urban nature of the development. however before a decision can be reached further information is required relating to the form of the building, proposed finishes, boundary walls and bike storage	No additional mitigation required	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Near tunnelled section, potential for cumulative effect from settlement during construction	mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316233	SRM Book and Cook Limited PROTECTED STRUCTURE: Construction of an 8-storey mixed-use development comprising of: (a) restaurant use at ground floor level, (b) residential use at upper floor levels comprising 7 apartments, and (c) all associated and ancillary works. The Woollen Mills 41/42 Ormond Quay Lower, Dublin 1, (a corner site with frontage along Liffey Street Lower and The Yarn Pizza, 37 Liffey Street Lower, Dublin 1, D01 X6T1)	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of O'Connell and Tara Street Stations/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and O'Connell and Tara Street Stations/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the O'Connell and Tara Street Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318822	ORHRE SSG Limited Protected Structure: Construction of extensions providing 10 rooms with all associated site works 92 & 93, St. Stephen's Green, Dublin 2	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Given the location of the development, construction activity and construction traffic as a result of this development and the construction of St Stephens Green Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and St Stephens Green Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the St Stephens Green Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Projects sufficiently set back from each other and screened by existing buildings such that no significant cumulative noise or vibration impacts are likely during the Construction Phase if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: MetroLink does not have any significant airborne noise or vibration impacts at this location and therefore a significant cumulative impact is not likely. No other operational phase impacts are predicted.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	There are no cumulative impacts predicted due to the urban nature of the development	No additional mitigation required	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316177	Portodev Limited PROTECTED STRUCTURE: Demolition of	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	buildings and construction of a 5 storeyoffice building with cafe with all associated site works 34-37 Richmond Street South, Dublin 2 and 12 Richmond Row, Portobello, Dublin 8	Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Charlemont Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Charlemont Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction phase of this development. However, the foul and surface water will be discharge to a brick sewer and treated in WWTP before being discharge in the Dublin Bay.	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318150	Gordon Properties Limited Protected structure: Demolition of extension to protected structure, construction of mixed use building and associated site works. 11/12 Richmond Street South, Dublin 2, D02 HX76, 13 Richmond Street South and 17 Richmond Street South, Dublin 2.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of St Stephens Green Station/Charlemont Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and St Stephens Green Station/Charlemont Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the St Stephens Green Station/Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	There is potential for cumulative disturbance on fauna resulting in displacement from locality.	Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318564	Waterloo Road Ventures Limited Protected structure: Demolition of sheds, construction of 7 dwellings with all associated site works. Lands fronting Waterloo Lane & Fleming's Place (to the rear of 1 Waterloo Road, Dublin 4 (a protected structure) & 1A Fleming's Place) Ballsbridge, Dublin 4	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the St Stephens Green Station/Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	here are no cumulative impacts predicted due to the urban nature of the development	No additional mitigation required	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318859	Roadstone Limited The development will comprise of: A new concrete plant and related ancillary works at the existing quarry. The new plant will replace the three existing concrete plants on site. Cheeverstown & Whitehall Townlands, Fortunestown, Tallaght, Dublin 24	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, No significant, Short-term Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development Operational Phase: Positive, No significant, Permanent Given the distance of this development from the proposed Project, no significant cumulative effects anticipated with respect to population and land use will arise during construction or operation of this development	No additional mitigation required	Construction Phase: Negative, No significant, Short-term Operational Phase: Positive, No significant, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316306	Peninsula Suite Property Holdings Limited Demolition of structures, construction of aparthotel with all associated site works 92-93, Francis Street and 1-3 Mark's Alley West, Dublin 8	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Given the scale and location of the development, construction activity and construction traffic as a result of this development and the construction of St Stephens Green Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and St Stephens Green Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the St Stephens Green Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
317687	Melvin Properties Limited. Construction of an eco self-storage facility comprising of 300 storage containers and all associated site works. Lands north of Meakstown Cottages access road, Dubber, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Northwood and Dardistown Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality	Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
314985	Blanche Retail Nominee Limited Construction of mixed use development including 352 apartments. Site B (Library Car Park) and Site C (Blue Car Park), At Road C, and Road D, Blanchardstown Town Centre, Coolmine, Dublin 15	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility and economic activity in the wider area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction phase of this development. Accidental pollution events could result in habitat degradation and habitat loss arising from extreme habitat degradation. Potential for cumulative impacts on local habitats and species as a result of direct local habitat loss arising from the construction of the proposed Project. No operational cumulative impacts envisaged.	Mitigation proposed Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction and operation of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
315080	Frank Gleeson Demoilition of existing structure and construction of 48 apartments The Bottom of the Hill Bar, Main Street & Ballygall Road, Finglas, Dublin 11	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Ballymun, Collins Avenue Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316948	Peter McVerry Trust Demolition of a derelict shed, front	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	boundary wall & metal gates. Construction of a 4-storey apartment development comprising 12 units and associated site works including site drainage. 5, 6 & 7 Halston Street, Dublin 7, D07 NX32	Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Given the distance of the development, construction activity and construction traffic as a result of this development and the construction of O'Connell St Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and O'Connell St Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the O'Connell St Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	There are no likely cumulative impacts predicted due to the urban nature of the development	No additional mitigation required	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential [nominal] reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
318733	Frank McAuliffe Demolition of a two storey building plus site clearance and the erection of a part five storey /part six storey building, containing 11 apartments, communal open space at roof level, office unit on two levels, bicycle and bin storage with yard and associated site works. 32 Infirmary Road (corner of Infirmary Road and Montpelier Hill), Dublin 7, D07 X628	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Slight, Medium-term Given the distance and scale of these developments, local accessibility and amenity for the population could potentially be impacted should these developments be constructed concurrently. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the O'Connell Street Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
316123	Dairbhre Developments Limited Protected structure: Demolition of structures, construction of 4 storey apartment with 29 BTR units and all associated site works Lands knowns as 'Blackberry Fair' and part of No. 46 Lower Rathmines Road (the rear extension) located to the rear of No.s 36, 38, 40, 42, 44 (protected structure) and No. 46 Lower Rathmines Road, Dublin 6	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of Charlemont Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Charlemont Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Charlemont Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	There are no likely cumulative impacts predicted due to the urban nature of the development	No additional mitigation required	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
314983	Hibernia REIT plc Demolition of buildings, construction of 4 to 8 storey building with retail, offices, gym and café/restaurant with all assorted site works. Site at Clanwilliam Court, Clanwilliam Place and Lower Mount Street Dublin 2.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of St Stephens Green Station/Tara Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and St Stephens Green Station/Tara Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the St Stephens Green Station/Tara Station. Both developments will promote the economic activities in the city centre.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	The only potential cumulative impact is theoretically on cumulative disturbance on fauna at a local level. As there is no potential for significant impacts from the project on its own, there is no potential for cumulative impacts	No additional mitigation required	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
N/A	Draft Dublin City Centre Transport Plan https: //consultation. dublincity. ie/traffic-and-transport/draft-dublin-city-centre-transport-plan/	Traffic & Transport:	Requires minor revision to Haulage Route - Not significant	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Positive, Moderate, Permanent Once operational, the proposed development will contribute to the sustainable transport mode in Dublin City and benefit the wider community in Dublin region.	No additional mitigation required	No significant residual cumulative impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap for any project, there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. This closure at Beresford Place and Gardiner Street will require some rerouting of MetroLink Construction traffic but the effect is not significant. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

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		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Near tunnelled section of route, potential for cumulative impact from settlement	mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects	No significant residual cumulative impact
		Land Take:	No additional potential cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	No additional potential cumulative impacts identified.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
5006/23	Fruit Market Development Company Limited Demolition of all existing structures on site (totalling 2,975sq. m), and construction of a mixed-use development comprising a total of 64 no. apartmentsin 3 no. 6-8 storey blocks. Site bounded by Mary's Lane to the south, Halston Street to the west and Little Green Street to the east, comprising of: -6 & 8 Mary's Lane, Dublin 7 (D07 VEF1 & D07 W985); 21 Halston Street, Dublin 7, (D07PC62); and 2 & 4/5 Little Green Street, Dublin 7	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of O'Connell St Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and O'Connell St Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the O'Connell St Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
5022/23	Red Rock Foley Street Limited The demolition of the existing building on site (c. 1,065 sq. m) and the construction of a 10-no. storey tourist hostel . Site of c. 0.08 ha at nos. 17-21 Foley Street, Dublin 1.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of O'Connell St Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and O'Connell St Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the O'Connell St Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

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		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
5029/23	Hill Street Family Resource Centre PROTECTED STRUCTURE (RPS. 3880) :	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	The development will consist of demolition of the existing two storey family resource centre (357 sqm) and removal of existing basketball court to its south and playground at the north-west corner of the site;construction of a new three storey family resource centre (839sqm). 1 Hill Street, Rotunda, Dublin 1.	Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Construction activity and construction traffic as a result of this development and the construction of O'Connell St Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and O'Connell St Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the O'Connell St Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
5052/23	Pat Rooney The demolition of the existing single storey light industrial buildings on the sit , the construction of 6 no. three storey, 2 bedroom, terraced townhouses to the rear of the site and the construction of a semi-basement single storey building to the front of the site. 1-2 Saint Joseph's Avenue, Drumcondra, Dublin 9, D09 YV00 & D09 EK46	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Glasnevin Stations.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
F24A/0007	APO Valet Parking Dublin Limited The proposed development will consist of the construction of: (1) a multi-storey (up to 5 storeys) car park of 362 no. spaces (with valet service) and ancillary single storey staff facilities block; (2) a 3 storey block of industrial units (3 no.). Provision of new vehicular entrance from Kettles Lane to the south and closure of existing access (from private lane) to the east of the site. Provision of on-site wastewater treatment system including septic tanks and percolation areas. Lands at Kettles Lane, Glebe, Cloghran, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Short-term Construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dublin Airport Station/Fosterstown Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna ((Birds including Yellowhammer) resulting in displacement from the locality. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential local reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
F23A/0636	DAA plc in the townlands of Pickardstown, Coultry, Huntsown, Forrest Green, Forrest Little, and Collinstown; and to the east of the airfield in the townlands of Cloghran, Corballis, Commons, Toberbunny, Stockhole and Clonshagh. The proposed development includes upgrades to existing drainage infrastructure and construction of additional drainage infrastructure to improve performance of the surface water management system at Dublin Airport. Dublin Airport, Swords, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of Dublin Airport Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Dublin Airport Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dublin Airport Station. Both developments will enhance the function of Dublin Airport and facilitate increased economic activities.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if any groundborne noise or vibration generating activities are used. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Potential for cumulative impacts for spread of Third Schedule Invasive species. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) and in the Invasive Species Management Plan contained in the outline CEMP in Appendix A5. 1 will ensure no spread of Third Schedule invasive species during construction. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Near tunnelled section, potential for cumulative effect from settlement during construction	mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: given that the Dublin Station construction compound is within the airport complex, there is potential for cumulative impacts on drainage infrastructure if the construction periods overlap. Operational Phase: no cumulative impact.	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers and Dublin Airport Authority. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
F23A/0740	Swords Road Investment Limited The proposed development comprises of (1) Demolition of existing 2 storey dwelling; (2) The construction of 13 no. warehousing units with ancillary office space within 5 no. two storey blocks. Lands at Carey House, Swords Road, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development and employment opportunities in the area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
F23A/0103	SK Biotek Ireland The proposed development will consist of	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	the construction of a modern 2 Active Pharmaceutical Ingredient (API) manufacturing facility with a parapet height of c. 14.63m (with handrail and plant above), located in the south-eastern part of the campus. SK Biotek Swords Campus, Watery Lane,, Townparks, Swords, Co. Dublin,	Population & Land-Use:	Construction Phase: Negative, Significant, Short-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development and employment opportunities in the area.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Ward River) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats (including Malahide Estuary). Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock and downstream watercourses and any associated sensitive ecological habitats. . Identification of suitable disposal licenced sites for contaminated soil. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
F23A/0781	DAA PLC The proposed development relates to the entirety of the Airport including greenfield sites on the periphery of the Airport, as well as parts of adjoining public roads. An increase in the capacity of the airport from the permitted combined capacity of Terminal 1 together with Terminal 2. The increase to the capacity will include all attendant airport operations at Dublin Airport. Dublin Airport Co. Dublin	Traffic & Transport:	Subject to the application satisfactorily responding to the Further Information Request from Fingal County Council, in particular Items 1 and 42 - Construction and Operational would be not significant	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of Dublin Airport Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Dublin Airport Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dublin Airport Station. Both developments will enhance the function of Dublin Airport and facilitate increased economic activities.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Potential for moderate to significant cumulative construction noise impacts at commonly affected NSLs if both developments are under construction at the same time. Potential for cumulative construction traffic impacts to be managed through CEMPs. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. MetroLink does not have any operational noise impacts at this location during its operational phase and therefore no cumulative impacts are likely.	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. This will ensure cumulative noise and vibration impacts are avoided in this area. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	Construction Phase: Not Significant to Slight Operational Phase: Not significant
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if any groundborne noise or vibration generating activities are used. Operation: None	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: None	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Should the Construction Phases overlap there is potential for cumulative disturbance on fauna resulting in displacement from the locality. Potential for cumulative impacts on habitats and species as a result of direct habitat loss arising from the construction of the proposed Project. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Mitigation proposed in Chapter 15 (Biodiversity) to reduce disturbance impacts on fauna species during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on fauna species. Mitigation proposed in Chapter 15 (Biodiversity) to minimise habitat loss and retain vegetation during the Construction Phase of the proposed Project will mitigate potential cumulative impacts on habitats and species. Nonetheless, the effects of habitat loss will remain significant at the local geographic scale for the habitats depositing / lowland rivers (FW2), drainage ditches (FW4), species-rich dry calcareous grassland (GS1), wet grassland (GS4), (mixed) broadleaved woodland (WD1), mixed conifer woodland (WD3), scattered trees and parkland (WD5), hedgerows (WL1), treelines (WL2) and immature woodland (WS2), and for the breeding bird species yellowhammer. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development sites. Potential for cumulative impact on site drainage and connection with downgradient watercourses (Sluice, Barberstown, Cuckoo) for example due to accidental pollution event during the construction and/or operation of this development on watercourses and hence potential impact on downstream habitats (including Baldoyle Estuary). Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with downstream watercourses and any associated sensitive ecological habitats. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the site. Potential reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1) with due cognisance of the hydraulic connectivity potential with underlying subsoils/ bedrock and downstream watercourses and any associated sensitive ecological habitats. . Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. In summary, with mitigation, there is no significant predicted cumulative impact on the hydrogeological environment. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Near tunnelled section, potential for cumulative effect from settlement during construction	mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects	No significant residual cumulative impact
		Land Take:	Construction Phase: the DAA Plc. planning application site boundary overlaps with the MetroLink Project boundary for the Dublin Airport South Portal, Dublin Airport North Portal and at Dublin Airport Station. There is potential for cumulative impacts, however this is recognised in the DAA Plc planning application. The MetroLink route and land take requirements are shown on the accompanying Figure 20. 1. Operational Phase: no cumulative impact.	Construction Phase: Close liaison between TII and DAA Plc will be required. TII is in the process of developing a "Guidance Note for Developers", which will be published following the potential grant of a Railway Order for MetroLink, and which may be the subject of bye-laws. The proposed guidance is designed to facilitate future adjacent or over-site development while protecting the integrity and safety of the MetroLink works and operations. This Guidance Note would define 'exclusion' and 'protection' zones, loading conditions and or/processes to help ensure that the MetroLink subsurface assets are protected from the impact of third-party development activities.	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: there is potential for cumulative impacts on utilities if the construction periods overlap. Infrastructure proposed under this application (Project Element 7: Ground Transportation Centre and Project Element 8: Terminal 2 MSCP extension) are adjacent to the MetroLink Dublin Airport Station construction compound. Operational Phase: no cumulative impact.	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers and with DAA Plc. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	Moderate - Not Significant	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
F23A/0809	Ryanair DAC The development of a single-storey	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
	extension to the ground floor of the Ryanair HQ Offices. The proposed development will consist of the construction of a 169sqm single-storey extension to the ground floor operations room located on the western side of the Ryanair HQ Office building, and all other associated site and development works Ryanair DAC of Corporate Head Office, Airside Business Park, Swords, Co.Dublin, K67NY94	Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Given the scale and distance of these developments, construction activity and construction traffic as a result of this development and the construction of Dublin Airport Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Dublin Airport Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Dublin Airport Station. Both developments will enhance the function of Dublin Airport and facilitate increased economic activities.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Not significant, Medium-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No potential for archaeological cumulative impacts between these projects.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
F24A/0002	Jason Lawlor The proposed development will consist of the demolition of the existing 2 storey building and boundary walls to the south and west of the site, and removal of all associated sheds and structures within the site, and the construction of 1 no. new 5 storey building over basement level (part 3-storey and part 4-storey over a lower ground floor level) hotel building with balconies/terraces (has NIS) Lands at 76 Main Street, Swords, Glebe, Swords, Co. Dublin	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Short-term Construction activity and construction traffic as a result of this development and the construction of Fosterstown Station/Swords Central Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Fosterstown Station/Swords Central Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Fosterstown Station/Swords Central Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	This development is outside the impacted area for the construction phase with respect to construction dust or road traffic impacts. No potential for significant cumulative impact.	No additional mitigation required	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged other than potential for cumulative impact due to removal of any contaminated soils at the development site. Potential for some localised dewatering where basement proposed. Potential localised reduction in recharge. Operational phase: No potential impact envisaged. There will be no long-term dewatering.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Identification of suitable disposal licenced sites for contaminated soil. Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
F24A/0032	The Board Of Management Of St Colmcilles Girls National School For permisson for the demolition of 3no. existing prefab buildings & provision of 2no. single storey temporary modular buildings, comprising SEN & Resource Room accomodation, both with en-suite provision, all with a total floor area of approx 225sqm, located adjacent to the north of the existing school along with associatedsite works at St Colmcilles Girls National School, Chapel Lane, Swords, Co. Dublin.	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Short-term Given the distance of the development, construction activity and construction traffic as a result of this development and the construction of Swords Central Station/Seatown Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Swords Central Station/Seatown Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Swords Central Station/Seatown Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	No cumulative impact identified	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
F24A/0031	David Lloyd Riverview Ops Ireland Ltd Permission for development at lands at Crowscastle, Swords, Co. Dublin. The development will consist of a health, racquets and wellness club facility, including the provision of a two storey club building, 3 no. court enclosed tennis dome, padel courts, multi-use courts (including shipping container), outdoor and indoor swimming pools, group exercise studios, spa garden (including outdoor sauna) and cafe/restaurant with outdoor terrace and play areas Lands at Crowscastle, (to the west of Holywell Distributor Road), Swords, Co. Dublin	Traffic & Transport:	Construction Phase: Potential cumulative impact of concurrent construction works and associated construction vehicles at this location (proximity to HGV route). Operational Phase: No impact anticipated. Population/employment growth and local authority plans already included within forecast modelling	Construction Phase: Chapter 9 (Traffic & Transport) of the EIAR outlines mitigation measures that will be implemented to minimise impact of traffic associated with the proposed Project. Operational Phase: Not applicable	Construction Phase: Potential Slight Negative Operational Phase: Not significant
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Significant, Short-term Given the scale and distance of both developments, construction activity and construction traffic as a result of this development and the construction of Fosterstown Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Fosterstown Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Fosterstown Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Short-term Operational Phase: Positive, Slight, Permanent
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	There is no cumulative groundborne noise and vibration between these projects.	No additional mitigation required	No significant residual cumulative impact

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Potential localised reduction in recharge. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Recharge to ground where feasible as part of SuDS. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	No cumulative construction phase impact on land, soils & geology is anticipated.	No additional mitigation required	No significant residual cumulative impact
		Land Take:	There is no potential cumulative impact on land-take due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Infrastructure & Utilities:	There is no potential cumulative impact on infrastructure and utilities due to distance between projects.	No additional mitigation required	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact
		Material & Waste Management:	A potential significant effect of reduced landfill capacity was identified, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in a cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.	Construction Phase: Mitigation measures have been proposed in Chapter 24. All materials consumed and waste generated by the proposed Project will be managed in accordance with circular economy principles and the waste hierarchy, with prevention, reuse, recycling, and other recovery methods favoured over disposal. Operational Phase: All wastes generated during the will be managed in accordance with the waste hierarchy. Operational waste plans will be prepared by the Project operator in order to ensure that the aims of the Project Sustainability Plan are met. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the future Operator in accordance with all legal and other necessary requirements.	Construction Phase: A potential residual significant effect of reduced landfill capacity still exists following the implementation of the mitigation measures, should any of the Construction Phases for these developments occur at the same time as the Construction Phase of the proposed Project. Operational Phase: No other developments were deemed likely to result in residual cumulative impact in relation to materials and waste management during the Operational Phase of the proposed Project.
		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact
5042/22	The Tara Building Ltd The proposed development will consist of: Change of use of the existing buildings to provide a bar and foodhall. Retention and refurbishment of the existing facades and alteration to the internal layout of the buildings to create one building. Alteration and extension of the basement to provide ancillary facilities. Construction of a new associated roof terrace area, along with an open area with retractable awnings. 1, 3, 5, 7, 9 Tara Street & 5, 6, 7 George's Quay, Dublin 2	Traffic & Transport:	Imperceptible	No additional mitigation required	No significant residual cumulative impact
		Human Health:	Human health assessment discussed within Chapter 30 (Cumulative Impacts of Interactions with Other Projects) in Section 30. 4. 2.	No additional mitigation required	No significant residual cumulative impact
		Population & Land-Use:	Construction Phase: Negative, Moderate, Medium-term Given the location of the development, construction activity and construction traffic as a result of this development and the construction of Tara Station/proposed Project alignment may impact adversely on local road network, impacting accessibility for local residents and road users. Environmental impacts from construction activities including noise, air quality etc. of this development and Tara Station/proposed Project alignment may lead to a cumulative adverse impact on residential amenity. The construction of both projects will increase construction employment opportunities and may boost the positive direct and indirect economic effects associated with these projects in the local area. Operational Phase: Positive, Slight, Permanent Once operational, the proposed Project will improve the accessibility of and journey amenity to/from this development by way of the Tara Station.	Construction Phase: Traffic and transport mitigation measures during construction to reduce impact on population. Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during construction. Operational Phase: Mitigation of environmental impacts as detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed) will minimise impacts on the population, and in particular, traffic and transport mitigation measures outlined will reduce impact on population during operation.	Construction Phase: Negative, Slight, Medium-term Operational Phase: Positive, Slight, Permanent

Application Reference	Applicant for 'Other Development' and Brief Description	Environmental Topic	Assessment of Cumulative Impact with proposed Project	Proposed Mitigation Measures	Residual Cumulative Impact
		Electromagnetic Interference:	Due to the nature of the Other Development, there is no potential cumulative impact with respect to EMR	No additional mitigation required	No significant residual cumulative impact
		Airborne Noise & Vibration:	Construction Phase: Due to distance between projects there is no potential for significant cumulative airborne noise or vibration impacts during the Construction Phase if both developments are under construction at the same time. Operational Phase: MetroLink does not have any operational airborne noise impacts at this location therefore no cumulative impacts will occur	Construction Phase: Construction noise and vibration mitigation measures and limit values are outlined in the outline Construction Environmental Management Plan (outline CEMP) in Appendix A5. 1 and Chapter 13 (Airborne Noise & Vibration) of the EIAR are designed to avoid significant impacts at closest sensitive locations to the proposed Project. With mitigation, there is no significant predicted cumulative impact. Operational Phase: Mitigation measures not required	No significant residual cumulative impact
		Groundborne Noise & Vibration:	Construction: Potential for cumulative impacts during construction if works occur at the same time as Metrolink works, and if any groundborne noise or vibration generating activities are used such as piling. Operation: Potential for cumulative impacts depending on the depth of the proposed basement development in relation to the MetroLink tunnel.	Construction: CNVMP's expected to be employed to manage impacts for both developments. Operation: Both projects to demonstrate mitigation of operational phase impacts.	No significant residual cumulative impact
		Biodiversity:	Construction Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the construction of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation. Operational Phase: Potential for cumulative impacts on downstream habitats arising from accidental pollution events during the operation of these developments. Accidental pollution events could result in habitat degradation, and habitat loss from extreme habitat degradation.	Construction Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR and in the outline CEMP in Appendix A5. 1 to protect surface water quality during construction of the proposed Project will prevent surface water pollution events. Operational Phase: Mitigation proposed in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology) of the EIAR to protect surface water quality during operation of the proposed Project will prevent surface water pollution events.	No significant residual cumulative impact
		Air Quality:	Construction Phase: Potential for cumulative dust impacts or traffic impacts during the construction phase if both developments are under construction at the same time. Potential for cumulative construction impacts to be managed through CEMPs and traffic management plans. Operational Phase: The traffic impact assessment for this development should include an assessment NDP projects such as MetroLink for design year impacts. No other significant adverse operational phase impacts are predicted.	Construction Phase: Dust mitigation measures outlined in the CEMP and Air Quality Chapter will mitigate potential cumulative dust impacts. Dust deposition monitoring on the proposed Project will confirm concentrations within guideline values. Construction phase traffic, if construction overlaps, will require traffic management to reduce potential impacts. With mitigation, there is no significant predicted cumulative impact. Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Climate:	Construction Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target" Operational Phase: in accordance with PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (offline & Greenways) – Overarching Technical Document: "As GHG emissions are inherently cumulative, the cumulative impact for this assessment must be demonstrated via the project's alignment to any sectoral carbon budgets and Ireland's 2050 net zero target"	No additional mitigation required	Construction Phase: All projects have an construction cumulative impact in alignment with intermittent targets on the path towards Irelands goal of Net zero by 2050 i. e. 2030 sectoral targets. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans. Operational Phase: All projects have an operational cumulative impact in alignment with Irelands goal of Net zero by 2050. Impacts are considered significant when projects do not align with local and national climate action and adaptation plans.
		Hydrology:	Construction Phase: No significant cumulative impacts envisaged. Operational Phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 18 (Hydrology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Hydrogeology:	Construction Phase: No significant cumulative impacts envisaged. Operational phase: No potential impact envisaged.	Construction Phase: Construction will be in line with the mitigation measures defined within Chapter 19 (Hydrogeology) of the EIAR and outline CEMP (Appendix A5. 1). Operational Phase: No proposed mitigation.	No significant residual cumulative impact
		Soils & Geology:	Near tunnelled section, potential for cumulative effect from settlement during construction	mitigation could include negotiation to ensure works are not undertaken concurrently or potentially ground treatment to reduce settlement effects	No significant residual cumulative impact
		Land Take:	Construction Phase: the MetroLink alignment runs below the application site in tunnel and thus will be subject to sub-surface land take. Operational Phase: no cumulative impact.	Construction Phase: TII is in the process of developing a "Guidance Note for Developers", which will be published following the potential grant of a Railway Order for MetroLink, and which may be the subject of bye-laws. The proposed guidance is designed to facilitate future adjacent or over-site development while protecting the integrity and safety of the MetroLink works and operations. This Guidance Note would define 'exclusion' and 'protection' zones, loading conditions and or/processes to help ensure that the MetroLink subsurface assets are protected from the impact of third-party development activities.	No significant residual cumulative impact
		Infrastructure & Utilities:	Construction Phase: Given the proximity of the proposed development subject to this planning application to the MetroLink Project boundary for Tara Station, there is potential for cumulative impacts on utilities if construction periods overlap. Operational Phase: No cumulative impact predicted.	Construction Phase: All utility diversions and new connections will be agreed with the relevant service providers. Designs for utility diversions have already been agreed in principle with the relevant utility providers and design refinement will be subject to further consultation. The duration of any service outage will be finalised with the relevant utility providers. Operational Phase: N/A	No significant residual cumulative impact
		Agronomy:	No potential for agronomy cumulative impacts during Construction or Operational Phases.	No additional mitigation required	No significant residual cumulative impact

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		Archaeology & Cultural Heritage:	Construction Phase: Potential impacts to known and potential unknown archaeological deposits. Cumulative impact on the overall archaeological heritage of Dublin but not considered significant. Operation Phase: No cumulative impacts predicted.	No additional mitigation required	No significant residual cumulative impact
		Architectural Heritage:	There is no cumulative impacts on architectural heritage between these projects.	No additional mitigation required	No significant residual cumulative impact
		Landscape & Visual:	No significant cumulative effect	No additional mitigation required	No significant residual cumulative impact