Chapter 26
Cumulative Effects

Table of contents

26. CUMULATIVE EFFECTS

26.1 Introduction

This chapter documents the cumulative effects assessment (CEA) arising from the proposed development with other existing and/or approved plans and projects during the construction and operational phases of DART+ West project. The assessment is prepared in accordance with the requirements of Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (i.e., the EIA Directive).

This chapter outlines the applicable legislation and guidance used to prepare this chapter (Section 26.2), presents the methodology adopted to identify and assess plans and projects that have the potential for cumulative effects (Section 26.3), and finally presents the results of the assessments (Section 26.6).

26.2 Legislation, policy and guidance

26.2.1 Legislation

The purpose the European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021 in Statutory Instrument No. 743/2021 was to give further effect to the transposition of EU Directive 2011/92/EU as amended by Directive 2014/52/EU on the assessment of the effects of certain public private projects on the environment ("the EIA Directive") by amending the Transport (Railway Infrastructure) Act 2001 ("the 2001 Act"). An Environmental Impact Assessment Report ("EIAR") must be prepared in respect of proposed railway works and must accompany each application for a Railway Order that is made to An Bord Pleanála ("the Board").

The EIA Directive as amended by Directive 2014/52/EU requires that the EIAR shall contain:

> Annex III (3)(g) *'the cumulation of the impact of other existing and/or approved projects'*;
>
> Annex IV (5) *"A description of the likely significant effects of the project on the environment resulting from, inter alia:*
>
> *e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;"*

In addition, Annex IV states:

> *"The description of the likely significant effects on the factors specified in Article 3(1) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the project. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project".*

This chapter addresses cumulative effects.

Where a proposed development is functionally or legally interdependent on further development(s) not included in the application for consent approval and where no EIA has been carried out, then the entire has to be subject of an EIA for the proposed development. Where, for example, off-site activities are so closely and functionally connected with the on-site development they should be classified as part of the project itself. Accordingly, where there is a clear and unbreakable inter-relationship between the proposed development itself and other activities, including for example off-site activities which are an integral part of the overall

development such that a causal relationship between the construction or operation of the project and certain direct or indirect environmental consequences has been clearly established, then the entire has to be subject of an EIA for the proposed development and the cumulative effect of both must be assessed. An assessment of the cumulative effects of a proposed development and a future development is, therefore, required where there is a functional or legal interdependence between the development for which permission has been applied and the envisaged future development.

The indirect significant effects which require to be assessed include the indirect effects which the proposed development itself has on the environment *subject to the caveat* that where there is a causal connection, which is demonstrably strong and unbreakable, between any activities, including, for example, off-site activities and the operation and construction of the project itself, then the significant indirect environmental effects of such activities require to be identified and assessed.

The cumulative assessment of effects in relation to the application for a Railway Order or DART+ West has been undertaken in accordance *inter alia* with the EIA Directive, the 2001 Act and the European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021 (S.I. No. 743/2021) which give further effect to transposition of the EIA Directive by amending the 2001 Act.

26.2.2 Policy

A review of plans, programmes and projects include in the national, regional and local planning documents listed in Table 26-4 in Section 26.4.3 of this chapter was undertaken.

26.2.3 Guidance

This Chapter has been prepared with reference to the following guidance documents:

- *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*. Department of Housing, Planning and Local Government (DoHPLG), (2018).
- *Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EIAR)*. EPA, (2022).
- 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).
- *Advice Note seventeen: Cumulative effects assessment relevant to nationally significant infrastructure projects, 2019.* Published by the Planning Inspectorate, an executive agency of the Ministry of Housing, Communities and Local Government of the United Kingdom, (2019).

26.3 Methodology

Cumulative effects result from the addition of many minor or significant effects, including effects of other projects, to create larger, more significant effects (EPA,2022). Additional cumulative effects can be caused due to incremental changes by other past, present or reasonably foreseeable projects together with the proposed development.

This assessment identifies the likely direct, indirect, secondary, cumulative, transboundary effects short-term, medium term or long-term both positive or negative effects as a result of the identified plans or projects with the proposed development. The detailed methodology for identifying and assessing the cumulative effects is detailed in the sections below. The significance of effects follows *Table 3.4 Descriptions of effects* defined by the EPA in the Guidelines 2022 replicated in Chapter 1 of this EIAR. The CEA is a co-ordinated approach which has been led by the EIA co-ordination team.

This cumulative assessment considered cumulative effects that are:

1) Likely.
2) Significant.
3) Relating to a future event which is reasonably foreseeable.

26.3.1 Study area

There is no established study area for the CEA however the study area for the cumulative assessment takes into consideration the previously defined study areas in each of the respective chapters of this EIAR which are informed by the appropriate guidance documents together with professional judgement associated with the potential for cumulative environmental effects to occur based on the location, nature, and characteristics of the cumulative effects of projects and plans with the proposed development. Table 26-1 identifies the cumulative assessment study areas defined for each environmental factor which is based on project specific characteristics and the potential for cumulative effects to occur.

Table 26-1 Cumulative assessment study areas by environmental factor

Environmental Factor	Distance from proposed development/ study area:
Traffic and Transport	500m and informed by traffic modelling.
Population	500m and community effects
Biodiversity	550m of the proposed development boundary; and All downstream watercourses traversed by the proposed development boundary downstream as far as transitional water body (the Liffey Estuary Lower Transitional Waterbody and the Tolka Estuary Transitional Waterbody).
Land and Soils	50m
Water	500m and all downstream watercourses
Air quality	350m - construction dust and 200m of impacted road links
Climate	550m study area & detour routes 10% change on road links. Overall, the study area is against Ireland targets/climate budgets. NOTE: (10% impact, >1000 AADT or 200 HGV) of traffic decides to do a 2km detour then this is part of the impacted area.
Noise and Vibration	100m
Landscape and Visual	250m across the urban areas & an additional 500m across rural areas for 'large scale development' i.e., industrial / commercial, infrastructural, and residential over 100 units.
Agricultural and Non-Agricultural	50m
Material Assets (Utilities)	50m
Waste and Resource Use	500m
Archaeology, Architectural and Cultural Heritage	50m
Human Health	50m + physical activity
EMC and Stray Current	100m. The types of developments of relevance to the EMC and Stray Current cumulative assessment include: • Research facilities (including universities and third level institutes). • Medical centres. • Dental facilities. • Hospitals. • Scientific institutions. • Industry with potentially sensitive equipment. • Mixed sensitive land uses.

Environmental Factor	Distance from proposed development/ study area:
	• Veterinary clinics. • Theatre's or recording studios. • Utilities.

DART+ West transport assessment incorporates modelled traffic data growth for future traffic flows and as such the existing and approved projects are included as part of the transport model and associated operational assessments of vehicular emissions (including air and noise) and are therefore inherently cumulative assessments. The EIAR already includes these within the defined assessment parameters and is contained in the respective chapters in this EIAR. Therefore, no additional cumulative assessment of these aspects is required for approved projects. These assumptions are clearly stated in the technical chapters and this CEA assessment matrix. This approach has been kept under review throughout the CEA in the event that any new existing or approved projects are not included in the models and have the potential to exceed the growth data model (and not included in the modelled forecasts. This approach is consistent with UK guidance Advice Note 17.

The main aspect of the cumulative effects assessment (CEA) relates to the assessment of existing and/ or approved plans and projects with the proposed development. However, with respect to the DART+ West project there is potential for cumulative effects associated with other aspects. These have been split into four tiers or types of potential cumulative effects and include:

Table 26-2 Tiered approach to identifying and assessing potential cumulative effects

Tier	Description	Level of detail
Tier 1	Cumulative effects of many minor or significant effects resulting from the entirety of the project. (Assessed under each environmental factor as appropriate).	Decreasing level of detail likely to be available 
Tier 2	Development that is functionally or legally interdependent on further development(s) not included in the application for consent approval	
Tier 3	Existing or approved projects (Staged approach) Plans or programmes to include relevant land use, planning and transport plans/strategies relevant to the project.	
Tier 4	'Other' identified NTA projects that are in the public domain/at preliminary design i.e., not active/granted but have the potential for cumulative effects with the project	

The methodology for assessing each of the tiers is described in the sections below.

26.3.1 Tier 1 – Methodology for assessment

The previous chapters of this EIAR have identified the likely significant environmental, positive and/or negative impacts under each environmental factor, which identifies and assesses the impacts associated with the totality of the project.

The 'Tier 1' cumulative assessment deals with the combined impact of proposed development on each environmental factor. For example, for architectural heritage, the cumulative assessment considers the total impact of interventions to a number of heritage features which feature on the Record of Protected Structures (RPSs). These assessments are presented in the respective chapters of this EIAR as appropriate and should be referred to for the 'Tier 1' cumulative assessment.

It is not always appropriate to undertake a cumulative assessment of effects resulting from the totality of the project on all environmental factors. This is the case for noise and vibration due to the nature of noise and vibration and the fact that the impacts only occur while construction activity is ongoing. Once works stop, the impact stops and therefore cumulative effects of the phased approach to construction do not occur.

26.3.2 Tier 2 – Methodology for assessment

The methodology for the 'Tier 2' development(s) relates to development that is functionally or legally interdependent on further development(s) not included in the application for consent approval. The Tier 2 types of project involved for the proposed DART+ West project is the ESB electricity supply connections required to operate the project and the Irish Water utility connections required to supply water and wastewater connections to the proposed depot.

The provision of the required increases in electricity supply and the associated connections is being progressed separately by ESB/EirGrid as part of a separate planning application. To plan for the increased electricity consumption for the region, ESB/EirGrid are advancing a separate package of work to ensure increases in electricity supply is available.

ESB/EirGrid have statutory powers to develop the electrical infrastructure within its control. It would be outside of CIÉs control to apply for such works as part of the RO however it is recognised that it is functionally dependent on the operation of the project and hence the methodology for assessing the cumulative effects required a unique methodology.

Similarly, the planning application for water and wastewater connections for the proposed depot will be progressed separately by Irish Water. Close consultation with the DART+ West project team, ESB networks and Irish Water has ensured the required electricity supply and utility connections will be available to the project.

Section 26.3.2 of this chapter provides the relevant information to assess the cumulative effects of DART+ West together with the works required to supply electricity for the project, and the water and wastewater connections for the proposed depot.

26.3.3 Tier 3 Methodology for assessment

The Tier 3 includes the assessment of existing and/ or approved plans or projects.

26.3.4 Identification of plans

A list of relevant national, regional and local plans and programmes identified as having the potential to have a cumulative effect with the proposed development was collated. The list of plans was circulated to Iarnród Éireann (IÉ) and local authorities in advance of completing the assessment to ensure all relevant plans were considered and addressed in the cumulative assessment. The assessment of plans is detailed in Section 26.4.3 of this Chapter.

26.3.5 Identification of existing and/ or approved projects

To identify and assess the likely significant cumulative effects with existing and/or approved projects, a four staged approach was adopted which is summarised in the figure below.

A staged approach is adopted for projects and is informed by *Advice Note seventeen: Cumulative effects assessment relevant to nationally significant infrastructure projects*, published in 2019 by the Planning Inspectorate, an executive agency of the Ministry of Housing, Communities and Local Government of the United Kingdom (MHCLG, 2019) referred hereafter as 'Advice Note 17'.

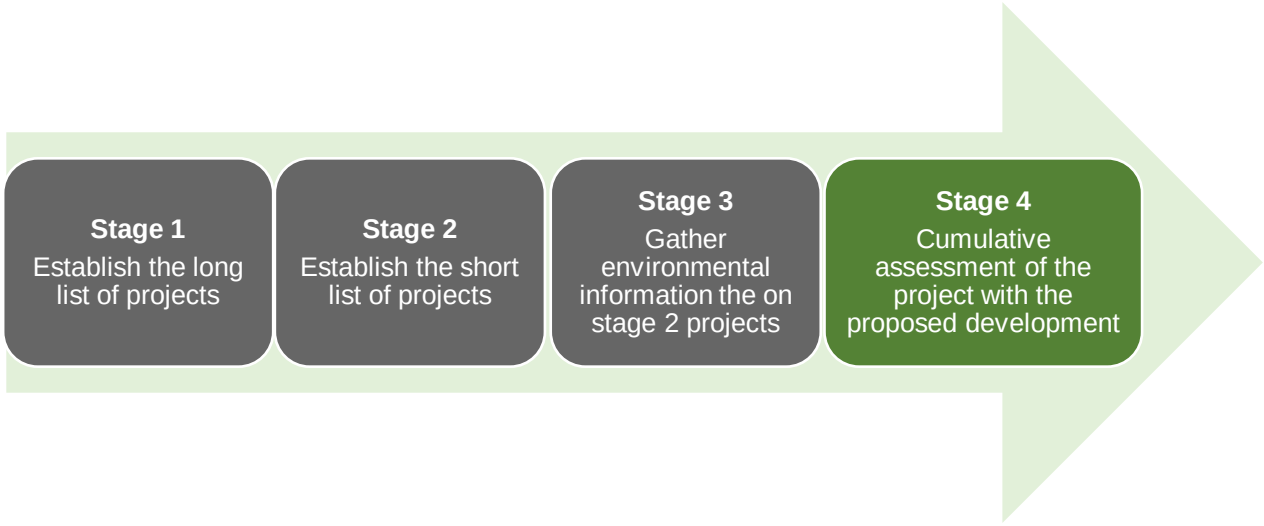

Figure 26-1 Staged approach for Tier 3 cumulative assessment

Stage 1 involves creating a long list of projects of all the existing and/or approved planning applications granted within the past 10- years that fall within the development boundary and the 550 m study area from the proposed development boundary. The list of projects is sourced from the various publicly available planning searches and data sources identified in Section 26.3. This processes also involved consulting with the planning departments of the respective local authorities to develop the list of the planning applications.

Stage 2 - In order to ensure the CEA is proportionate the long list of projects identified in Stage 1 search was sifted and/or screened to create a short list. The criteria used to screen in and/or out projects of assessment include:

- **Temporal scope:** involves the consideration of the location the construction, operation and decommissioning of the proposed development with existing and/or approved projects and establish if there is an overlap and any potential interaction.
- **Scale and nature**: involves the consideration of the nature and scale of the existing and/or approved projects with the proposed DART+ West that may cause a cumulative effect with each of the environmental factors.
- **Other factors**: involves the consideration of any other factors, such as the nature and / or capacity of the receiving environment to absorb any changes as a result of potential cumulative effect of project with the proposed development.

The list received was refined for the cumulative assessments to include planning applications that may have a cumulative effect with a focus on large and or significant development applications that have environmental effects and / or are likely to result in cumulative (positive or negative) environmental effects. A particular focus is on planning applications that have undertaken an EIAR or AA.

It was then determined if the projects are likely to have a significant cumulative effect with the proposed development in relation their respective environmental factor. Professional judgement was also used to supplement the threshold criteria identified in Table 26-1 and in order to avoid excluding 'other projects' that are (a) below the threshold criteria limits but have characteristics likely to give rise to a significant effect, or (b) below the threshold criteria limits but could give rise to a cumulative effect on account of their proximity to the proposed DART+ West project. Similarly, professional judgement was applied to exclude 'other projects' that exceed the thresholds in Table 26-1 but may not give rise to significant effects.

Projects which are likely to have significant cumulative effect with the proposed development were then brought forward to Stage 3. Projects considered for the Stage 1 and Stage 2 cumulative assessment are presented in Appendix A26.3 in Volume 4 of this EIAR.

Stage 3 involves gathering relevant environmental information on the stage 2 short-listed projects. This is undertaken by further planning searches and consulting with the relevant planning documentation submitted as part of the statutory planning documentation of respective projects including, but not limited to, the information such as: EIARs/ EIS, NIS and other planning documentation. The environmental impact assessments completed on these projects and particularly their own cumulative assessments can help inform the likely significant cumulative assessment of effects that project with the proposed development. The data collection stage also considers the study areas previously defined in Table 26-1 of the respective environmental factors. Whether the project is now part of the baseline i.e. constructed or not yet constructed is also reviewed

Stage 4 – **Cumulative assessment**. Once sufficient information has been gathered the cumulative assessment can take place. This final stage involves each of the competent experts reviewing the short-listed projects and environmental information gathered to undertake the respective cumulative assessment.

The information assessed related to:

- The proposed design and location of projects.
- Proposed programme of construction, operation and decommissioning of projects (if known).
- Environmental assessments that set out the baseline environment at locations of projects and the respective effects arising from these projects.

An assessment matrix, see Table 26-6 to Table 26-9 was developed to streamline the assessment which sets out the key details of the project such as the planning application reference, project description, location from the proposed development. The environmental information gathered such as the design, location, characteristics of the project and environmental assessments of the project is also consulted and considered under each environmental factor as appropriate. The cumulative assessment of effects is undertaken for the construction and operation of the project with DART+ West under the environmental factor, as appropriate and is presented in Section 26.4.3 of this chapter. The cumulative assessment identifies the likely significant cumulative direct and any indirect, secondary, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the project with the proposed development.

In accordance with Advice Note 17, where significant cumulative effects between the proposed development and the identified project arise in relation to one environmental factor the assessment is only required to focuses on that aspect only. The CEA is required to be proportionate to the effect being assessment and some effects will need only very brief information to indicate that they have been considered.

Where appropriate, mitigation measures have been prescribed under the respective environmental factor to avoid, prevent, reduce or mitigate the cumulative effects on the receiving environment. Any residual effects after applying the mitigation measures are identified.

26.3.6 Tier 4 'Other' projects

'Other' identified NTA projects that are in the public domain/at preliminary design (i.e., not in the planning system or granted) but have the potential for cumulative effects with the project are also assessed as part of the CEA. There is no legal requirement to assess these projects. The project team have been in close consultation with several of the other NTA funded projects that are currently at public consultation and/or are in the public domain. As such it was deemed prudent to include these planned NTA transportation projects that are reasonably foreseeable and are likely to have cumulative effects with the DART+ West project and therefore are included as part of the CEA.

A separate matrix for the 'other projects' has been created for the assessment. The assessment information depends on the stage of the project, and these projects are likely to have limited and differing levels of environmental information available that can be used to inform the likely significant effects of this CEA.

At the time of completing this EIAR, the identified 'Tier 4' projects will be in the process of seeking statutory approval and/ or will be at early stages of design. Therefore, there is likely to be differing levels of

environmental information available to the public and it is unlikely that there will be a published EIAR available to consider as part of the CEA. The CEA is a precautionary but pragmatic approach based on the best available information where baseline data is not available or is incomplete. Therefore, publicly available information or information made available by the delivery agents of the individual projects has informed the respective Tier 4 assessments.

The Tier 4 projects include the following:

- DART+ South West.
- DART+ Coastal North.
- DART+ Coastal South.
- MetroLink.
- BusConnects projects.
- Luas Finglas.
- Royal Canal Greenway – DCC Phase 4.
- Royal Canal Greenway – Fingal greenway.

The DART+ West project team will need to gain an understanding of the respective indicative design, planning and implementation programmes for each project e.g. Metrolink, BusConnects, Luas-Finglas, etc. On this basis the CEA will be able to assess the construction phase of coincident and overlapping projects, whether they be proximal or offset from DART+ West works; DART+ West operational phase and later delivered operational phase projects.

26.3.7 Consultation

The CEA of the plans and projects was informed by local authority consultation for the list of planning applications over the last 10 years. Consultation was also requested from Local authorities to inform the 'other' projects list that are not yet in the planning process but may have a cumulative effect with this project.

Consultation with An Bord Pleanála through the Pre-Application Consultation meetings has informed the methodology taken in the CAE and ensured the approach is consistent with the directions they have been providing to other major infrastructure projects.

To inform this cumulative assessment of effects close consultation with the 'other' NTA funded projects has informed the assessments contained in this EIAR and has informed the assessments regarding likely construction effects (programmes) and operational effects.

Close collaboration and consultation with the design team, EIA specialists and technical specialists has informed the cumulatives assessment as part of this EIAR.

26.3.8 Difficulties encountered/ Limitations

As there is a significant volume of data required to be gathered and assessed a cut-off date to stop gathering and assessing plans and projects was required in order to finalise and submit the application. This cut off date is 08 March 2022 and any likely significant projects approved after this data are not assessed as part of the CEA.

The CEA of the proposed development 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' projects was limited, these gaps were acknowledged within the assessment and the associated uncertainty in these cases is documented.

There were no other difficulties identified when completing this assessment.

26.4 Description of potential impacts

26.4.1 Tier 1 cumulative assessment

The Tier 1 cumulative assessment which considers the cumulative effects of many minor or significant effects resulting from the entirety of the project have been assessed under each environmental chapter as appropriate in Volume 2 of this EIAR.

26.4.2 Tier 2 cumulative assessment

The Tier 2 cumulative assessment is presented in Table 26-3 below.

Table 26-3 Tier 2 cumulative assessment

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Project Name: ESB electricity supply connections **Applicant**: ESB/EirGrid **Planning Application ref:** None **Location:** Along extents of proposed DART+ West project within functional areas of Dublin, Fingal, Meath and Kildare. **Planning Status:** At the time of writing the ESB Connections planning application has not been submitted and therefore there is no detailed information to inform this cumulative assessment.	ESB/EirGrid are progressing a separate planning application for electricity supply connections to accommodate the electrification of the proposed DART+ West project. The works will progress in parallel and will be completed in advance of the completion of the DART+ West construction to ensure that the project will have the necessary electricity supply for testing and operation. Close consultation between the DART+ West project team and ESB/EirGrid will ensure the required electricity is planned and available to the project. The key elements proposed as part of the planning application are outlined below. **Connections to DART+ West substations** There are twelve 38 kV substations proposed as part of the DART+ West project which will require electricity supply through new electricity connections at the following locations: Spencer Dock, Glasnevin, Ashtown, Castleknock, Coolmine, Hansfield, Dunboyne, M3 Parkway, Leixlip Confey, Blakestown, Maynooth and the depot. These are proposed to be supplied with High Voltage (HV) and Low Voltage (LV) connections via underground cabling which will follow the local road network. Desk studies completed by ESB/EirGrid have identified the preferred routes of the proposed 38kV underground cable connections which will be located along the existing road network. These can be seen in Appendix A26.1. **Nature of the works:** The works will involve laying underground cables (UGC) 38kV electricity connection in the existing road. Typical construction duration for carrying out the standard trenching and ducting is between 50 to 70 linear metres of trench in a roadway per day depending on the site conditions. All road works involving cable require traffic management procedures when installing within public roads. It may be a temporary requirement for some roads to be closed along particular sections of the cable	**Traffic and Transport – Construction:** There is potential for cumulative negative effects on vehicular traffic if the construction works occur concurrently and/or sequentially. With regards to the ESB connections there are likely to be partial road closures. Construction traffic management plans will be implemented as part both projects to reduce likely significant impacts including cumulative effects. Based on the information available and nature and likely duration of the works the potential cumulative effects are not likely to be significant. **Traffic and Transport – Operation:** There are no likely significant cumulative traffic and transport operational phase impacts.	**Traffic and Transport – Construction:** ESB/EirGrid and any agents will continue to collaborate constructively with the DART+ West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning. The Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. **Traffic and Transport – Operation:** N/A	**Traffic and Transport – Construction:** N/A **Traffic and Transport – Operation:** N/A
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. Mitigation measures proposed as part of both projects will be implemented to address likely significant impacts including cumulative effects which will be undertaken at the respective construction stages as appropriate. Based on the information available, the potential cumulative effects are not likely to be significant. **Population – Operation:** There are no significant likely cumulative population operational phase impacts.	**Population – Construction:** No further mitigation required as part of Dart+ West project. **Population – Operation:** N/A	**Population – Construction:** N/A **Population – Operation:** N/A
		Human Health – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on human health resulting from the construction activities of both projects. The potential impacts on human health have been assessed as part of respective environmental assessments including air quality, noise, landscape and visual. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Human Health – Construction:** No further mitigation required as part of Dart+ West project.	**Human Health – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	route. In the case of wider roads, one carriageway may be closed, with use of the other carriageway restricted and controlled by temporary traffic lights or a "stop and go" traffic management system. The traffic management plan and corresponding works will be carried out with the agreement of the local authority. These will be typically daytime works that are transient in nature and temporary as they move along the road network. **Summary of proposed works in each location:** **Spencer Dock:** The DART+ West Spencer Dock substation is proposed to be connected by ESB through 2x approx. 800 m 38 kV cable to loop into the existing East Wall Road – McDermott 38 kV circuit. Works requirements: Partial road closure required, daytime works. Likely construction temporary works. **Glasnevin:** The DART+ West project Glasnevin substation is proposed to be connected by 2x approx. 180 m 38 kV cable to loop into the existing Glasnevin – Merville 38 kV cable. Works requirements: Partial road closure required, daytime works. Likely construction temporary works. **Ashtown:** The DART+ West project Ashtown substation is proposed to be connected by 2x approx. 3.8 km 38 kV cable; one cable to connect Ashtown substation to Castleknock substation and one cable to continue on to new ESB 110 kV station via the existing Castleknock Road bridge over the M50. Works requirements: Partial road closure required, daytime works. Likely construction temporary works.	**Human Health – Operation:** There are no significant likely cumulative human health operational phase impacts.	**Human Health – Operation:** N/A	**Human Health – Operation:** N/A
		Noise and Vibration – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on the noise and vibration environment associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage.	**Noise and Vibration – Construction:** ESB/EirGrid and any agents will continue to collaborate constructively with the DART+ West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning. The Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project.	**Noise and Vibration – Construction:** N/A
		Noise and Vibration – Operation: There are no significant likely cumulative Noise and Vibration operational phase impacts.	**Noise and Vibration – Operation:** N/A	**Noise and Vibration – Operation:** N/A
		Air Quality – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction activities of both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. These will be updated based on the potential for cumulative impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Air Quality – Construction:** ESB/EirGrid and any agents will continue to collaborate constructively with the DART+ West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning. The Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project.	**Air Quality – Construction:** N/A
		Air Quality – Operation: There are no significant likely cumulative Air Quality operational phase impacts.	**Air Quality – Operation:** N/A	**Air Quality – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	Castleknock: The DART+ West project Castleknock substation is proposed to be connected by 2x approx. 1.6km 38 kV cable; one cable to connect Castleknock substation to Coolmine substation and one cable to continue on to new ESB 110 kV station. Works requirements: Partial road closure required, daytime works. Likely construction temporary works. **Coolmine:** The DART+ West project Coolmine substation is proposed to be connected by: • 2x approx. 3 km 38 kV cable; one cable to connect to Coolmine substation to Hansfield substation and one cable to continue on to new ESB 110 kV station. • 2x approx. 2.8 km 38 kV cable, one to connect Coolmine substation to Hansfield substation and one cable to continue on to the new ESB 110 kV station. The total connection distance between the Coolmine and Hansfield substations is approx. 5.8km via the proposed route shown in Appendix A26.1 in Volume 4 of this EIAR. Works requirements: Partial road closure required, daytime works. Likely construction temporary works. **Hansfield:** The DART+ West project Hansfield substation is proposed to be connected by 2x approx. 4.5 km 38 kV cable; one cable to connect Hansfield substation to the new ESB 110 kV station and one to connect to Ashtown substation. Works requirements: Partial road closure required, daytime works. Likely construction temporary works. **Dunboyne:** The DART+ West project Dunboyne substation is proposed to be connected by 2x approx. 4.7 km 38 kV cable; one to connect to the	**Climate – Construction:** Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on climate resulting from the movement of construction vehicles associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. **Climate – Operation:** There are no significant likely cumulative climate operational phase impacts.	**Climate – Construction:** No further mitigation required as part of Dart+ West project. **Climate – Operation:** N/A	**Climate – Construction:** N/A **Climate – Operation:** N/A
		Hydrology – Construction: The construction works for both projects will be carried out in vicinity of significant waterbodies, whereby works for the DART+ West and the ESB electricity supply connections will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental pollution during the construction phases of these developments. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address potential significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. **Hydrology – Operation:** There are no significant likely cumulative Hydrological operational phase impacts.	**Hydrology – Construction:** No further mitigation required as part of Dart+ West project. **Hydrology – Operation:** N/A	**Hydrology – Construction:** N/A **Hydrology – Operation:** N/A
		Hydrogeology – Construction: The construction works for both projects will be carried out in vicinity of waterbodies. Works on the DART+ West and ESB electricity supply connections will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water and/or groundwater bodies. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Hydrogeology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrogeology – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	new ESB 110kV station and the other to continue on to the M3 Parkway substation. Works requirements: Partial road closure required, daytime works. Likely construction temporary works. **M3 Parkway:** The DART+ West project M3 Parkway substation is proposed to be connected by 2x approx. 2.7 km 38 kV cable: one cable to connect Dunboyne substation to M3 Parkway substation and one to the new ESB 110 kV station. Works requirements: Partial road closure required, daytime works. Likely construction temporary works. **Leixlip Confey:** The DART+ West project Leixlip Confey substation is proposed to be connected by 2x approx. 3.5 km 38 kV cable; one cable to connect the Leixlip Confey substation to the new ESB 110 kV station and the other to continue on to the Blakestown substation. Works requirements: Partial road closure required, daytime works. Likely construction temporary works. **Blakestown:** The DART+ West project Blakestown substation is proposed to be connected by: Option 1 • 2x approx. 1.7 km 38 kV cable; one cable to continue to Blakestown substation and the other to connect Leixlip Confey substation to the existing Leixlip 38kV station.	**Hydrogeology – Operation:** There are no significant likely cumulative Hydrogeological operational phase impacts.	**Hydrogeology – Operation:** N/A	**Hydrogeology – Operation:** N/A
		Biodiversity – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on biodiversity resulting from the displacement of local fauna associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Biodiversity – Construction:** No further mitigation required as part of Dart+ West project.	**Biodiversity – Construction:** N/A
		Biodiversity – Operation: There are no significant likely cumulative Biodiversity operational phase impacts.	**Biodiversity – Operation:** N/A	**Biodiversity – Operation:** N/A
		Archaeology, Architectural & Cultural Heritage – Construction: The DART+ West project proposes a number of interventions to structures of architectural significance. At the time of writing, it is not known if works are proposed as part of the ESB electricity supply connections works. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Archaeology, Architectural & Cultural Heritage – Construction:** No further mitigation required as part of Dart+ West project.	**Archaeology, Architectural & Cultural Heritage – Construction:** N/A
		Archaeology, Architectural & Cultural Heritage – Operation: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant operational impacts. Based on the information available, there is potential for long-term cumulative effects on the built heritage of Dublin City in this area due to works on built heritage features. Both projects will develop operational mitigation measures.	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	• 2x approx. 3.8 km 38kV cable; one cable to connect the existing Leixlip 38 kV station to Blakestown substation and the other to connect from the new ESB 110 kV station. Works requirements: Partial road closure required, daytime works. Likely construction temporary works. **Maynooth:** the DART+ West project Maynooth substation is proposed to be connected by 2x approx. 1.3 km 38 kV cable that will loop into the existing Griffinrath – Kilcock 38 kV circuit. Works requirements: Partial road closure required, daytime works. Likely construction temporary works. **Depot:** the DART+ West project depot substation is proposed to be connected by 2x approx. 550m 38kV cable that will loop into Kilcock – Moneycooley 38kV circuit. Works requirements: Partial road closure required, daytime works. Likely construction temporary works.	**Land and Soils – Construction:** Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on land and soils resulting from the resource requirement of both projects, however the potential impacts are not likely to be significant. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. **Land and Soils – Operation:** There are no significant likely cumulative Land and Soils operational phase impacts.	**Land and Soils – Construction:** ESB/EirGrid and any agents will continue to collaborate constructively with the DART+ West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning. The Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. **Land and Soils – Operation:** N/A	**Land and Soils – Construction:** N/A **Land and Soils – Operation:** N/A
		Agri / Non Agri Land take – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. **Agri / Non Agri Land take – Operation:** No likely significant cumulative effects on agronomy (property/land-take) during the operational phase.	**Agri / Non Agri Land take – Construction:** No further mitigation required as part of Dart+ West project. **Agri / Non Agri Land take – Operation:** N/A	**Agri / Non Agri Land take – Construction:** N/A **Agri / Non Agri Land take – Operation:** N/A
		Landscape and Visual – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential cumulative landscape and visual effects as a result of the construction sites associated with both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. **Landscape and Visual – Operation:** No likely significant cumulative effects during the operational phase.	**Landscape and Visual – Construction:** No further mitigation required as part of Dart+ West Project. **Landscape and Visual – Operation:** N/A	**Landscape and Visual – Construction:** N/A **Landscape and Visual – Operation**: N/A
		Material Assets: Utilities, resources and waste resources – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant on other material assets.	**Material Assets: Utilities, resources and waste resources – Construction:** No further mitigation required as part of Dart+ West project.	**Material Assets: Utilities, resources and waste resources – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Material Assets: Utilities, resources and waste resources – Operation: No likely significant cumulative effects during the operational phase.	**Material Assets: Utilities, resources and waste resources – Operation:** N/A	**Material Assets: Utilities, resources and waste resources – Operation:** N/A
		EMF – Construction: No likely significant cumulative effects during the construction phase. **EMF – Operation:** No likely significant cumulative effects during the operational phase.	**EMF – Construction:** No further mitigation required as part of Dart+ West Project. **EMF – Operation:** N/A	**EMF – Construction:** N/A **EMF – Operation:** N/A
Project Name: Hansfield 110kV/38kV substation **Applicant**: ESB /EirGrid **Planning Application ref:** None **Location:** Townland of Walterstown, Co. Meath. **Planning Status:** At the time of writing the ESB Connections planning application has not been submitted and therefore there is no detailed information to inform this cumulative assessment.	As described above, ESB/EirGrid are progressing a separate planning application for grid reinforcement in the Hansfield / Barnhill area which will in turn supply connection for the electrification of the proposed DART+ West project. The works will progress in parallel and will be completed in advance of the completion of the DART+ West construction to ensure that the project will have the necessary electricity supply for testing and operation. Close consultation between the DART+ West project team and ESB networks will ensure the required electricity is planned and available to the project. The key elements proposed as part of the planning application are outlined below. Typical construction duration for carrying out the standard trenching and ducting is between 50 to 70 linear metres of trench in a roadway per day depending on the site conditions. All road works involving cable require traffic management procedures when installing within public roads. It may be a temporary requirement for some roads to be closed along particular sections of the cable route. In the case of wider roads, one carriageway may be closed with use of the other carriageway restricted and controlled by temporary traffic lights or a "stop and go" traffic management system. The traffic management plan and corresponding works will be carried out with the agreement of the local authority.	**Traffic and Transport – Construction:** There is potential for cumulative negative effects on vehicular traffic if the construction works and road closures occur concurrently and/or sequentially. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. **Traffic and Transport – Operation:** There are no significant likely cumulative traffic and transport operational phase impacts.	**Traffic and Transport – Construction:** ESB/EirGrid and any agents will continue to collaborate constructively with the DART+ West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning. The Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. **Traffic and Transport – Operation:** N/A	**Traffic and Transport – Construction:** N/A **Traffic and Transport – Operation:** N/A
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. The nearest dwellings from the proposed site for the new ESB substation and the connection point are approx. 75 m away. Significant effects on population are not likely to occur. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Population – Construction:** No further mitigation required as part of Dart+ West project.	**Population – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	These will be typically daytime works that are transient in nature and temporary as they move along the road network. **Hansfield substation + connection** The new substation at Hansfield proposed as part of DART+ West project and the substations to the west will require the support of an additional 110KV ESB substation which is proposed to be connected to the Dunfirth – Kinnegad – Rinawade 110 kV transmission line. This substation will provide a supply to eight DART+ West railway stations in west Dublin, Meath, and north Kildare; Ashtown, Castleknock, Coolmine, Hansfield, Dunboyne, M3 Parkway, Leixlip Confey, and Blakestown. ESB Networks in consultation with EirGrid have undertaken option selection studies and identified preferred connection routing and sites for a new 110kV ESB substation. The preferred option for the siting of the new ESB 110kv substation, is identified as Site E in Appendix A26.2 in Volume 4 of this EIAR and is located in agricultural lands zoned for 'RA–Rural Area' by the Meath County Development Plan 2021-2027 to *"to protect and promote in a balanced way, the development of agriculture, forestry and sustainable rural-related enterprise, community facilities, biodiversity, the rural landscape, and the built and cultural heritage"*. Site E is located approximately 4 km to the west of the Clonsilla – M3 Parkway railway line. The site is located in the far corner of a large field and is surrounded on three sides with mature hedges. The Dunfirth – Kinnegad – Rinawade 110 kV transmission line passes overhead. The nearest dwelling is approximately 100 m from the site. Site	**Population – Operation:** There are no significant likely cumulative population operational phase impacts.	**Population – Operation:** N/A	**Population – Operation:** N/A
		Human Health – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on human health resulting from the construction activities of both projects. The potential impacts on human health have been assessed as part of respective environmental assessments including air quality, noise, landscape and visual. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. **Human Health – Operation:** There are no significant likely cumulative human health operational phase impacts.	**Human Health – Construction:** No further mitigation required as part of Dart+ West project. **Human Health – Operation:** N/A	**Human Health – Construction:** N/A **Human Health – Operation:** N/A
		Noise and Vibration – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on the noise and vibration environment associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts.	**Noise and Vibration – Construction:** ESB/EirGrid networks and any agents will continue to collaborate constructively with the DART+ West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning. The Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West Project.	**Noise and Vibration – Construction:** N/A
		Noise and Vibration – Operation: There are no significant likely cumulative Noise and Vibration operational phase impacts.	**Noise and Vibration – Operation:** N/A	**Noise and Vibration – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	access would be along the eastern boundary of the field and exit on the local road. The preferred connection routing, as identified in Appendix A26.2 in Volume 4 of this EIAR consists of two 110 kV line / cable interface masts that will be installed underneath the Dunfirth – Kinnegad – Rinawade 110 kV transmission line and the circuit will be looped into the substation by underground cable. The connection routing is located in agricultural lands zoned for 'RA–Rural Area' by the Meath County Development Plan 2021-2027.	**Air Quality – Construction:** Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction activities of both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. These will be updated based on the potential for cumulative impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Air Quality – Construction:** ESB/EirGrid and any agents will continue to collaborate constructively with the DART+ West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning. The Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West Project.	**Air Quality – Construction:** N/A
		Air Quality – Operation: There are no significant likely cumulative Air Quality operational phase impacts.	**Air Quality – Operation:** N/A	**Air Quality – Operation:** N/A
		Climate – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on climate resulting from the movement of construction vehicles associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Climate – Construction:** No further mitigation required as part of Dart+ West Project.	**Climate – Construction:** N/A
		Climate – Operation: There are no significant likely cumulative Hydrological operational phase impacts.	**Climate – Operation:** N/A	**Climate – Operation:** N/A
		Hydrology – Construction: The construction works for the DART+ West project will be carried out in vicinity of a significant waterbodies, namely the Royal Canal. The Feasibility Report prepared by ESB networks for the Hansfield substation (see Appendix A26.2 in Volume 4) identified a number of watercourses in vicinity of the proposed substation. There is no history of flooding. There are no significant likely cumulative Hydrological construction phase impacts.	**Hydrology – Construction:** No further mitigation required as part of Dart+ West Project.	**Hydrology – Construction:** N/A
		Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.	**Hydrology – Operation:** N/A	**Hydrology – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hydrogeology – Construction: The construction works for the DART+ West project will be carried out in vicinity of a significant waterbodies, namely the Royal Canal. The Site Selection Report prepared by ESB networks for the Hansfield substation (see Appendix A26.2 in Volume 4) did not identify any significant waterbodies within the study area with no history of flooding. There are no significant likely cumulative Hydrogeological construction phase impacts.	**Hydrogeology – Construction:** No further mitigation required as part of Dart+ West Project.	**Hydrogeology – Construction:** N/A
		Hydrogeology – Operation: There are no significant likely cumulative Hydrogeological operational phase impacts.	**Hydrogeology – Operation:** N/A	**Hydrogeology – Operation:** N/A
		Biodiversity – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on biodiversity resulting from the displacement of local fauna associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Biodiversity – Construction:** No further mitigation required as part of Dart+ West Project.	**Biodiversity – Construction:** N/A
		Biodiversity – Operation: There are no significant likely cumulative Biodiversity operational phase impacts.	**Biodiversity – Operation:** N/A	**Biodiversity – Operation:** N/A
		Archaeology, Architectural & Cultural Heritage – Construction: The DART+ West project proposes a number of interventions to structures of architectural significance. The Feasibility Report prepared by ESB networks for the site selection of the Hansfield substation (see Appendix A26.2 in Volume 4) did not identify any no cultural or archaeological heritage features within 100 m of the sites under review. There are no significant likely cumulative archaeology, architectural & cultural Heritage construction phase impacts.	**Archaeology, Architectural & Cultural Heritage – Construction:** No further mitigation required as part of Dart+ West Project.	**Archaeology, Architectural & Cultural Heritage – Construction:** N/A
		Archaeology, Architectural & Cultural Heritage – Operation: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant operational impacts. Based on the information available, there are likely to be no significant cumulative effects on archaeology, architectural and cultural heritage as a result of both projects.	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Land and Soils – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on land and soils resulting from the resource requirement of both projects, however the potential impacts are not likely to be significant. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant	**Land and Soils – Construction:** ESB networks and any agents will continue to collaborate constructively with the DART+ West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning. The Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West Project.	**Land and Soils – Construction:** N/A
		Land and Soils – Operation: There are no significant likely cumulative Land and Soils operational phase impacts.	**Land and Soils – Operation:** N/A	**Land and Soils – Operation:** N/A
		Agri / Non Agri Land take – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Agri / Non Agri Land take – Construction:** No further mitigation required as part of Dart+ West Project.	**Agri / Non Agri Land take – Construction:** N/A
		Agri / Non Agri Land take – Operation: No likely significant cumulative effects on agronomy (property/land-take) during the operational phase.	**Agri / Non Agri Land take – Operation:** N/A	**Agri / Non Agri Land take – Operation:** N/A
		Landscape and Visual – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential cumulative landscape and visual effects as a result of the construction sites associated with both projects. The nearest dwellings from the proposed site for the new ESB substation and the connection point are more than 100 m away. Significant visual effects on these properties are not likely to occur. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Landscape and Visual – Construction:** No further mitigation required as part of Dart+ West Project.	**Landscape and Visual – Construction:** N/A
		Landscape and Visual – Operation: No likely significant cumulative effects during the operational phase.	**Landscape and Visual – Operation:** N/A	**Landscape and Visual – Operation**: N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Material Assets: Utilities, resources and waste resources – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant on other material assets. **Material Assets: Utilities, resources and waste resources – Operation:** No likely significant cumulative effects during the operational phase.	**Material Assets: Utilities, resources and waste resources – Construction:** No further mitigation required as part of Dart+ West project. **Material Assets: Utilities, resources and waste resources – Operation:** N/A	**Material Assets: Utilities, resources and waste resources – Construction:** N/A **Material Assets: Utilities, resources and waste resources – Operation:** N/A
		EMF – Construction: No likely significant cumulative effects during the construction phase. **EMF – Operation:** No likely significant cumulative effects during the operational phase.	**EMF – Construction:** No further mitigation required as part of Dart+ West Project. **EMF – Operation:** N/A	**EMF – Construction:** N/A **EMF – Operation:** N/A
Project Name: Irish Water utility connections to the depot **Applicant**: Irish Water **Planning Application ref:** None **Location:** Maws, Municipal District of Clane, Maynooth, Co. Kildare.	Irish Water (IW) are progressing a separate planning application to extend their water and wastewater connections to the depot proposed as part of the DART+ West project to the west of Maynooth, Co. Kildare. The works will progress in parallel and will be completed in advance of the completion of the DART+ West construction to ensure that the project will have the necessary utility supply for the depot. Close consultation between the DART+ West project team and Irish Water will ensure the required utility connections are planned and available to the project. **Water connection** There are existing IW water utilities located on the western end of the proposed depot. A connection in	**Traffic and Transport – Construction:** There is potential for cumulative negative effects on vehicular traffic if the construction works, namely the IW works along Connaught Street occur concurrently and/or sequentially. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. **Traffic and Transport – Operation:** There are no significant likely cumulative traffic and transport operational phase impacts.	**Traffic and Transport – Construction:** Irish Water (IW) and any agents will continue to collaborate constructively with the DART+ West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning. The Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. **Traffic and Transport – Operation:** N/A	**Traffic and Transport – Construction:** N/A **Traffic and Transport – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Planning Status: At the time of writing the Irish Water planning application has not been submitted and therefore there is no detailed information to inform this cumulative assessment.	a form of a watermain will be provided by IW to the proposed depot. Approx. 1.3km of IW local network upgrade from top of Connaught Street, west of Kilcock to the M4 will be required to upsize the existing 4" uPVC watermain to 250mmID watermain from the DART+West project to the existing 12" uPVC main. These works are proposed to be included in the Irish Water connection application. **Wastewater connection** An approx. 550m gravity foul pipe will be installed by IW for the proposed depot which will be mainly routed along Connaught Street, west of Kilcock. **Nature of the proposed works:** The trenching and pipe installation works required for the water and wastewater connections are as described in section 5.3.5 Utilities Diversions in Chapter 5 of this EIAR.	**Population – Construction:** Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. **Population – Operation:** There are no significant likely cumulative population operational phase impacts.	**Population – Construction:** No further mitigation required as part of Dart+ West project. **Population – Operation:** N/A	**Population – Construction:** N/A **Population – Operation:** N/A
		Human Health – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on human health resulting from the construction activities of both projects. The potential impacts on human health have been assessed as part of respective environmental assessments including air quality, noise, landscape and visual. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. **Human Health – Operation:** There are no significant likely cumulative human health operational phase impacts.	**Human Health – Construction:** No further mitigation required as part of Dart+ West Project. **Human Health – Operation:** N/A	**Human Health – Construction:** N/A **Human Health – Operation:** N/A
		Noise and Vibration – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on the noise and vibration environment associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts.	**Noise and Vibration – Construction:** Irish Water (IW) and any agents will continue to collaborate constructively with the DART+ West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning. The Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West Project.	**Noise and Vibration – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Noise and Vibration – Operation: There are no significant likely cumulative Noise and Vibration operational phase impacts.	**Noise and Vibration – Operation:** N/A	**Noise and Vibration – Operation:** N/A
		Air Quality – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction activities of both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. These will be updated based on the potential for cumulative impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Air Quality – Construction:** Irish Water (IW) and any agents will continue to collaborate constructively with the DART+ West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning. The Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project.	**Air Quality – Construction:** N/A
		Air Quality – Operation: There are no significant likely cumulative Air Quality operational phase impacts.	**Air Quality – Operation:** N/A	**Air Quality – Operation:** N/A
		Climate – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on climate resulting from the movement of construction vehicles associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Climate – Construction:** No further mitigation required as part of Dart+ West project.	**Climate – Construction:** N/A
		Climate – Operation: There are no significant likely cumulative Hydrological operational phase impacts.	**Climate – Operation:** N/A	**Climate – Operation:** N/A
		Hydrology – Construction: The construction works for the DART+ West project and the Irish Water utility connection works will be carried out in vicinity of a significant waterbodies, namely the Royal Canal. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Hydrology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrology – Construction:** N/A
		Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.	**Hydrology – Operation:** N/A	**Hydrology – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hydrogeology – Construction: The construction works for the DART+ West project and the Irish Water utility connection works will be carried out in vicinity of a significant waterbodies, namely the Royal Canal. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Hydrogeology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrogeology – Construction:** N/A
		Hydrogeology – Operation: There are no significant likely cumulative Hydrogeological operational phase impacts.	**Hydrogeology – Operation:** N/A	**Hydrogeology – Operation:** N/A
		Biodiversity – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on biodiversity resulting from the displacement of local fauna associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Biodiversity – Construction:** No further mitigation required as part of Dart+ West project.	**Biodiversity – Construction:** N/A
		Biodiversity – Operation: There are no significant likely cumulative Biodiversity operational phase impacts.	**Biodiversity – Operation:** N/A	**Biodiversity – Operation:** N/A
		Archaeology, Architectural & Cultural Heritage – Construction: This development does not propose any works to built heritage features of significance. The footprint of this development and sections of the DART+ West project are located on a greenfield site. There is potential for disturbances to unknown archaeological features of importance during construction. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Archaeology, Architectural & Cultural Heritage – Construction:** No further mitigation required as part of Dart+ West project.	**Archaeology, Architectural & Cultural Heritage – Construction:** N/A
		Archaeology, Architectural & Cultural Heritage – Operation: No significant cumulative effects are likely to occur to archaeology, architecture and cultural heritage from the operation of these developments.	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Land and Soils – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on land and soils resulting from the resource requirement of both projects, however the potential impacts are not likely to be significant. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Land and Soils – Construction:** Irish Water (IW) and any agents will continue to collaborate constructively with the DART+ West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning. The Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project.	**Land and Soils – Construction:** N/A
		Land and Soils – Operation: There are no significant likely cumulative Land and Soils operational phase impacts.	**Land and Soils – Operation:** N/A	**Land and Soils – Operation:** N/A
		Agri / Non Agri Land take – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Agri / Non Agri Land take – Construction:** No further mitigation required as part of Dart+ West Project.	**Agri / Non Agri Land take – Construction:** N/A
		Agri / Non Agri Land take – Operation: No likely significant cumulative effects on agronomy (property/land-take) during the operational phase.	**Agri / Non Agri Land take – Operation:** N/A	**Agri / Non Agri Land take – Operation:** N/A
		Landscape and Visual – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential cumulative landscape and visual effects as a result of the construction sites associated with both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.	**Landscape and Visual – Construction:** No further mitigation required as part of Dart+ West project.	**Landscape and Visual – Construction:** N/A
		Landscape and Visual – Operation: No likely significant cumulative effects during the operational phase.	**Landscape and Visual – Operation:** N/A	**Landscape and Visual – Operation**: N/A
		Material Assets: Utilities, resources and waste resources – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant on other material assets.	**Material Assets: Utilities, resources and waste resources – Construction:** No further mitigation required as part of Dart+ West project.	**Material Assets: Utilities, resources and waste resources – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Material Assets: Utilities, resources and waste resources – Operation: No likely significant cumulative effects during the operational phase.	**Material Assets: Utilities, resources and waste resources – Operation:** N/A	**Material Assets: Utilities, resources and waste resources – Operation:** N/A
		EMF – Construction: No likely significant cumulative effects during the construction phase. **EMF – Operation:** No likely significant cumulative effects during the operational phase.	**EMF – Construction:** No further mitigation required as part of Dart+ West project. **EMF – Operation:** N/A	**EMF – Construction:** N/A **EMF – Operation:** N/A

26.4.3 Tier 3 cumulative assessment

26.3.1.1 Plans and programmes

A range of policy documents that may have a cumulative effect with the proposed DART+ West project has been reviewed and are shown in Table 26-4 below.

Table 26-4 Plans and programmes considered for the cumulative assessment

EU Level
EU White Paper on Transport: Roadmap to a single European Transport Area - Towards a competitive and resource efficient transport system
European Green Deal
National Level
Project Ireland 2040: National Planning Framework – Ireland, Our Plan 2040, and; National Development Plan 2021-2030-2027
National Sustainable Mobility Policy (2022)
National Investment Framework for Transport in Ireland (NIFTI) (2021)
The Climate Action Plan 2021
The White Paper: Ireland's Transition to a Low Carbon Energy Future 2015-2030
2030 Rail Network Strategy Review
Iarnród Éireann Strategy 2027
Regional Level
Eastern and Midland Regional Spatial and Economic Strategy 2019-2031
Transport Strategy for the Greater Dublin Area 2016-2035
Draft The Greater Dublin Area Transport Strategy 2022-2042
Integrated Implementation Plan 2019-2024
Greater Dublin Area Cycle Network Plan
Local Level
Dublin City Development Plan 2016–2022
Draft Dublin City Development Plan 2022-2028
North Lotts and Grand Canal Dock SDZ Planning Scheme 2014
Ashtown-Pelletstown Local Area Plan 2014
Fingal Development Plan 2017 – 2023 & draft Fingal DP 2023-2029
Navan Road Parkway Local Area Plan, in preparation;
Kellystown Local Area Plan 2021
Hansfield SDZ Planning Scheme 2006
Barnhill Local Area Plan 2018.
Kildare County Development Plan 2017 – 2023 & draft Kildare CDP 2023 - 2029
Maynooth Local Area Plan 2013-2019
Kilcock Local Area Plan 2015-2021
Leixlip Local Area Plan 2020-2023
Meath County Development Plan 2021-2027
Dunboyne, Clonee & Pace Local Area Plan 2009 - 2015

The cumulative assessment of the plans and programmes with the proposed development is presented in Table 26-5 below.

Table 26-5 Tier 3 Cumulative Assessment of Plans and Programmes

Name	Description	Cumulative Impact with proposed development
EU White Paper on Transport: Roadmap to a single European Transport Area - Towards a competitive and resource efficient transport system	In 2011, the European Commission adopted the White Paper Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system in the context of the Union's 2020 growth strategy. The vision of the White Paper spans four decades, up to 2050, but also sets earlier goals for 2020 and 2030. The Commission's vision for a competitive and sustainable transport system involves transport that uses cleaner energy, better exploitation of modern infrastructure and a reduction in its negative impact on the environment. The White Paper defines ten goals designed to guide actions and measure progress to achieve a 60% reduction in CO_2 emissions and comparable reduction in oil dependency. Goals to which the DART+ Programme is aligned: • *Halve the use of 'conventionally fuelled' cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO2 free city logistics in major urban centres by 2030.* • *4. By 2050, complete a European high-speed rail network. Triple the length of the existing high-speed rail network by 2030 and maintain a dense railway network in all Member States. By 2050 the majority of medium-distance passenger transport should go by rail.*	The proposed DART+ West project supports the goals of the EU White Paper to improve resource efficiency of the transport system by electrifying the Dublin to Maynooth and M3 Parkway rail lines. The proposed DART+ West project will also increase the frequency of rail services which will increase competitiveness of the rail network as a mode of travel within urban, and inter-urban areas. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.
European Green Deal	Climate change and environmental degradation are an existential threat to Europe and the world. To overcome these challenges, the European Green Deal will transform the EU into a modern, resource-efficient and competitive economy, ensuring: • no net emissions of greenhouse gases by 2050. • economic growth decoupled from resource use. • no person and no place left behind. The European Commission adopted a set of proposals to make the EU's climate, energy, transport, and taxation policies fit for reducing net greenhouse gas emissions by at least 55% by 2030, compared to 1990 levels. Rail is one of the most environmentally positive choices with regards to public transport. The EU's Sustainable and Smart Mobility Strategy targets transport and mobility under 3 key objectives. • Sustainable mobility. • Smart mobility. • Resilient mobility. The mobility strategy will, while designing policies, consider the environmental impact of development. To achieve sustainable mobility, 3 key perspectives will be evident in EU policies enacted to achieve sustainable mobility. The first is the reduction of fossil fuel dependence, the second is making alternative choices available such as high-speed rail in this instance. The EU aims to double the traffic on high-speed rail by 2030 and to double the freight traffic on rail by 2050. The final consideration is that policy will be enacted so that the pricing of transport will reflect the environmental impact associated with the respective mode chosen.	The proposed DART+ West project supports the European Green Deal by reducing the GHG emissions from the transport sector by electrifying the Dublin to Maynooth and M3 Parkway rail lines. The DART+ West also supports the objectives of European Green Deal in relation to frequency and capacity of rail services by increasing the frequency of commuter services and the capacity of trains. It is therefore considered that there will be positive cumulative impacts as a result of the proposed development. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.

Name	Description	Cumulative Impact with proposed development
Project Ireland 2040 – National Planning Framework	The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of the country out to the year 2040. The NPF with the National Development Plan also set the context for each of Ireland's three regional assemblies to develop their Regional Spatial and Economic Strategies taking account of and co-ordinating local authority County and City Development Plans in a manner that will ensure national, regional and local plans align. An SEA and AA have been completed to support the plan. Planning for and delivering sustainable mobility projects is a key objective of the NPF and will help create a more integrated public transport system, enhance competitiveness, sustain economic progress and enable sustainable mobility choices for citizens. The proposed development will support the implementation of several NSOs and NPOs identified in the NPF and the NDP respectively. NSO 4*:* Sustainable Mobility is identified as being central to enhancing competitiveness, sustaining economic progress and enabling mobility choices for citizens. NSO4 is supported by the delivery of the DART+ Programme whereby, the Framework aims to expand the range of public transport services available and to reduce congestion and emissions. Under NSO 4, the NPF also commits to invest in key transport projects such as the DART+ Programme, BusConnects and Metro link. The DART+ Programme will also support other NSOs identified within the Framework such as NSO 1*, Compact Growth* and NSO 8*, Transition to a Low Carbon and Climate Resilient Society*. NSO 1 identifies the need to deliver a greater proportion of residential development within existing built-up areas and the role that an integrated transport network will play in the regeneration and revitalization of urban areas while NSO 8 includes the electrification of transport fleets as a requirement to support a move away from polluting and carbon intensive propulsion systems.	The implementation of the DART+ Programme is supported by the NPF which includes the DART+ West project. The proposed development is consistent with NSO 1 Compact Growth and NSO 4 Sustainable Mobility of the NPF by supporting future developments along the rail line through the provision of more frequent, and higher capacity rail services to the existing and future populations in these areas. The proposed development will also reduce transport related emissions through the electrification of the rail fleet, which is consistent with NSO 8, *Transition to a Low Carbon and Climate Resilient Society.* *Positive, direct and indirect, significant and long-term cumulative effects* are predicted to arise from the combination of this plan and the proposed development.
Project Ireland 2040 - National Development Plan 2021-2030	National Development Plan 2021–2030 (NDP) sets out the Government's over-arching investment strategy and budget for the period 2021-2030. It is an ambitious plan that balances the significant demand for public investment across all sectors and regions of Ireland with a major focus on improving the delivery of infrastructure projects to ensure speed of delivery and value for money. The NDP identifies the DART+ Programme a cornerstone of rail investment within the lifetime of Project Ireland and represents the single biggest investment in the Irish rail network. The programme comprising a number of infrastructural projects, namely: DART+ West, DART+ South West, DART+ Coastal North to Drogheda via Balbriggan, and DART+ Coastal South. It also includes the expansion and modernisation of the rail fleet, including both battery-electric (BEMUs) and electric multiple units (EMUs). The NDP supports NSO 4, Sustainable Mobility and outlines the importance of investing in high quality sustainable mobility (active travel and public transport) networks if the NPF population growth targets are to be supported sustainably. It is recognised that the investment in high-quality sustainable mobility will improve citizens' quality of life, support Ireland's transition to a low carbon society and enhance the county's economic competitiveness. The NDP also highlights that the improved and expanded sustainable mobility services and infrastructure can also act as an enabler of the NPF's commitment toward compact growth of the cities, towns and villages within their existing urban footprint.	The proposed DART+ West Project is supported by the NDP. The project will deliver the electrification of the Dublin to Maynooth and M3 Parkway section of the railway line as part of the DART+ Programme which has been identified as a cornerstone investment for rail transport by the NDP. *Positive, direct and indirect, significant and long-term cumulative effects* are predicted to arise from the combination of this plan and the proposed development.

<table>
<tr><th>Name</th><th>Description</th><th>Cumulative Impact with proposed development</th></tr>
<tr><td>National Sustainable Mobility Policy (2022)</td><td>The Department of Transport's National Sustainable Mobility Policy (NSMP) sets out a strategic framework to 2030 for active travel and public transport to support Irelands overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade, targeting at least 500,000 additional daily active travel and public transport journeys by 2030.

The NSMP has been developed to align with and complement other international, European and national policies and frameworks, such as the UN Sustainable Development Goals, Paris Agreement, European Green Deal, EU Sustainable and Smart Mobility Strategy and National Planning Framework.

The policy is guided by three key principles, which are underpinned by 10 high level goals as detailed in Table below.
<table>
<tr><th>Principles</th><th>Goals</th></tr>
<tr><td>Safe and Green Mobility</td><td>1. Improve mobility safety
2. Decarbonise public transport
3. Expand availability of sustainable mobility in metropolitan areas.
4. Expand availability of sustainable mobility in regional and rural areas.
5. Encourage people to choose sustainable mobility over the private car</td></tr>
<tr><td>People Focused Mobility</td><td>6. Take a whole of journey approach to mobility, promoting inclusive access for all.
7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.
8. Promote sustainable mobility through research and citizen engagement</td></tr>
<tr><td>Better Integrated Mobility</td><td>9. Better integrate land use and transport planning at all levels.
10. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.</td></tr>
</table></td><td>The proposed DART+ West project will support the principles and goals outlined in the NSMP, removing at-grade level crossings from the rail and road network, whilst increasing the service capacity of the commuter rail services improving the safety of all mobility options and supporting the Safe Routes to School Programme.

Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed development.</td></tr>
<tr><td>National Investment Framework for Transport in Ireland (NIFTI) (2021)</td><td>In December 2021, the Department of Transport published the National Investment Framework for Transport in Ireland (NIFTI) which replaces the Strategic Investment Framework for Land Transport (SFILT) following the launch of Project Ireland 2040 in February 2018. NIFTI provides a framework to guide transport investment and deliver the infrastructure and services, aligning with the NPF and its National Strategic Outcomes (NSOs) to provide a consistent approach to investment across Government. Through the transport investment priorities identified it will contribute to Ireland's decarbonisation efforts, support vibrant and successful communities, deliver high performing transport systems, and promote a strong and balanced economy.

As part of the future network analysis completed to support investment priorities, NIFTI identifies consistent congestion as an issue in the five major cities in the country: Dublin, Cork, Galway, Limerick, and Waterford. It supports the development of new urban infrastructure supply across the five cities including the development of BusConnects and comprehensive cycle networks, while Dublin will also see heavy rail improvements in the form of DART+ and MetroLink among other things.</td><td>The DART+ Programme is fully aligned with these priorities and is supported under NIFTI. The DART+ West project will aid in reducing existing congestion issues in the Greater Dublin Area, cater for the rising travel demand and facilitate the decarbonisation of the rail fleet.

Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed development.</td></tr>
</table>

Name	Description	Cumulative Impact with proposed development
	The continued support of the DART+ Programme demonstrates the substantial investment in sustainable mobility being delivered under the National Development Plan 2021-2030. To address the transport challenges, NIFTI establishes four investment priorities namely: 1. Decarbonisation. 2. Protection and Renewal. 3. Mobility of People and Goods in Urban Areas. 4. Enhanced Regional and Rural Connectivity. Projects must align with these priorities to be considered for funding. Moreover, as the NSOs are embedded in NIFTI future investment made in accordance with the priorities will support the delivery of the National Planning Framework over the coming decades. NIFTI identifies a modal hierarchy or hierarchy of travel modes that will be encouraged when investments or other interventions are being considered. The modal hierarchy clearly identifies the dominance of first supporting active travel, then sustainable travel modes and the last option being private vehicles. This hierarchy of investments will enable and support multiple NSOs contained in the NPF and will also support decarbonising the transport sector and delivering on the principles of compact growth. A Strategic Environmental Assessment and an Appropriate Assessment were undertaken and have been published with this policy document.	
The Climate Action Plan 2021	The Climate Action Plan 2021 provides a detailed plan for taking action to achieve the Government commitment to reduce the overall greenhouse gas emissions by 51% by 2030 and includes the detailed actions to reach net-zero emissions by no later than 2050, (committed to in the Programme for Government and the Climate Act 2021). The commitments made makes Ireland one of the most ambitious countries in the world on climate action and will cut emissions. The Plan lists the actions needed to deliver on our climate targets and sets indicative ranges of emissions reductions for each sector of the economy. It will be updated annually, including in 2022, to ensure alignment with the legally binding economy-wide carbon budgets and sectoral ceilings. Of most relevance to the DART+ West project actions across transport targets, decarbonisation and land use integration. Measures to deliver targets include expanding sustainable mobility options to provide meaningful alternatives to everyday private car journeys is necessary to reduce transport emissions. We are committing to delivering an additional 500,000 daily sustainable journeys by 2030 (c. 14% increase on current levels) through the implementation of major transport projects such as: • BusConnects. • Connecting Ireland. • Expanding rail services and infrastructure in, and around, major urban centres i.e. DART+ Programme. • A significant increase in our walking and cycling investments	The proposed DART+ West project supports the plan by contributing to a reduction in emissions from the transport sector through the electrification of the DART+ West fleet. The proposed development will also increase the frequency and passenger capacity of rail services, enabling the transition to sustainable transport systems. *Positive, direct and indirect, significant and long-term cumulative effects* are predicted to arise from the combination of this plan and the proposed development.

Name	Description	Cumulative Impact with proposed development
	Specifically, Action 240: Commence delivery of DART+ Programme and continue heavy rail fleet investment. Decarbonisation of public sector transport emissions from transport account for about 30% of the public sector's overall GHG emissions, the second largest portion after buildings. As part of the actions the plans states will: • Transition the rail fleet towards an electric model, increasing the length of electrified rail network from 50 kilometres to 150 kilometres by 2030, including the DART+ project which will extend DART services to Drogheda in the north; Maynooth in the west; Hazelhatch in the southwest; and Greystones in the southeast. • We will accelerate the removal of obstacles to decarbonisation of our transport fleet, proactively addressing technical and regulatory barriers. Energy transition: Among the most important measures of the Action Plan is to dramatically increase the proportion of renewable electricity to up to 80% by 2030. This includes an increased target of up to 5 Gigawatts of offshore wind energy. This target is needed not only to reduce fossil fuel reliance and reduce associated emissions but is also necessary to support the electrification of our transport sector including the electrification of the DART+ West.	
The White Paper: Ireland's Transition to a Low Carbon Energy Future 2015-2030	The White Paper 'Ireland's Transition to a Low Carbon Energy Future 2015-2030' provides a framework to guide policy and the actions that Government intends to take in the energy sector from now up to 2030 transforming Ireland's fossil fuel-based energy sector into a clean, low carbon system. The White Paper comprises of an energy policy update and provides the framework to guide the national policy. The Paper considers European and International climate change objectives and agreements. The actions that support the proposed project are: *"Support initiatives to improve the energy efficiency of the rail network"* (pg. 66) and *"Support further rail electrification"* (pg.67).	The implementation of the DART+ West project supports the White Paper: Ireland's Transition to a Low Carbon Energy Future 2015-2030 as it includes the electrification of a section of the rail network. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.
2030 Rail Network Strategy Review	In 2011, Iarnród Éireann carried out a review of future development requirements of the Iarnród Éireann InterCity Network (ICN) and regional services. It sets out a broad strategic goal for the rail network to *"provide safe, accessible and integrated rail services that contribute to sustainable economic and regional development in an efficient manner."* The review states that the Dublin – Sligo corridor *"carries significant traffic from the commuter areas within the Greater Dublin Area"*. The proposed development aims to electrify a portion of this corridor from Dublin to Maynooth. In terms of the distribution of passenger demand across the various routes, the Strategy review indicates that in 2011 the number and distribution of passengers using intercity and outer-suburban rail services on the Dublin to Maynooth line were the second highest after the Dublin to Drogheda route at 4,147,000 (19.3%) and 5,768, 000 accounting for 26.9% of the overall passenger demand respectively. This passenger demand on the Dublin to Maynooth line emphasise the need to increase the capacity and the frequency of rail services to Maynooth which will be facilitated by the proposed DART+ West project.	The implementation of the DART+ West project is supported by and aligns with the 2030 Rail Network Strategy Review as it includes the electrification of a section of the rail network and increased capacity. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.

Name	Description	Cumulative Impact with proposed development
	In November 2021 an All-Island Strategic Rail Review consultation paper was launched and will focus on delivering six goals namely: • Contribute to decarbonisation. • Improve all island connectivity between major cities. • Enhance regional and rural accessibility. • Encourage sustainable mobility. • Foster economic activity. • Achieve economic and financial feasibility. The Review expands on the commitment under the New Decade, New Approach agreement to examine the feasibility of a high/higher speed rail link between Belfast, Dublin and Cork and will look at ways to improve our current rail infrastructure, including the feasibility of high/higher speeds and electrification, better connections to the North-West, and role of rail in the efficient movement of goods.	
Iarnród Éireann Strategy 2027	IÉ prepared the 2017 Strategy for its national railway network. The Strategy will aid IÉ to deliver high-capacity sustainable public transport solutions to cater for the increase in travel resulting from the anticipated population and employment growth, and to facilitate Ireland in improving sustainable mobility options and reduce carbon emissions from the transport sector. The Strategy identifies the DART+ Programme as a priority investment project and highlights that the services along the DART line "*have all experienced significant passenger growth over recent years with overcrowding increasingly experienced by customers on some peak services, especially on the Maynooth Line"*. The Strategy notes that the DART+ programme will benefit the Intercity outer GDA services by increasing the capacity along the core rail corridors in the GDA. In the case of the DART+ West Project, the Strategy states that the Dublin-Sligo Intercity service will benefit from increase in reliability and journey times for rail users and increase in services *"to two-hourly all day with hourly peak services"* for the Dublin to Maynooth section of the rail corridor.	The implementation of the DART+ West project is supported by and aligns with the Iarnród Éireann Strategy 2027. The DART+ West project will address overcrowding on the Maynooth line by increasing the service capacity and frequency. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Eastern and Midland Regional Spatial and Economic Strategy 2019-2031	The Eastern and Midland Regional Assembly's (EMRA) 2019 Regional Spatial and Economic Strategy (RSES) provides regional specific policy objectives for the Midlands, Eastern and Dublin regions. The RSES addresses the implementation of Project Ireland 2040 at the regional level. It considers spatial and economic factors which relate to the future of the region and ensures that employment opportunities, services, ease of travel and the overall wellbeing of citizens is being addressed. The Strategy highlights the DART+ and its role in the consolidation of Dublin City and the regeneration of locations such as Dublin Docklands and Poolbeg. Along the North-West corridor, the DART+ West to Maynooth will enhance rail services on the Dublin – Sligo line. The RSES also emphasizes the role of DART+ in increasing capacity to support the ongoing development of lands adjacent to the line at Leixlip and Maynooth. Eastern and Midlands RSES supports the project through Regional Policy Objective RPO 8.8. The DART+ Programme is listed as one of the rail projects supported by the RSES.	The DART+ West project is supported by the Eastern and Midland Regional Spatial and Economic Strategy 2019-2031. The DART+ programme will assist in consolidating growth in Dublin City by increasing the frequency and capacity of rail services, in addition to the provision of a new station at Spencer Dock. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.

Name	Description	Cumulative Impact with proposed development
	"DART Expansion Programme - new infrastructure and electrification of existing lines, including provision of electrified services to Drogheda or further north on the Northern Line, Celbridge-Hazelhatch or further south on the Kildare Line, Maynooth and M3 Parkway on the Maynooth/ Sligo Line, while continuing to provide DART services on the South-Eastern Line as far south as Greystones". The Strategy highlights the importance of provision of enabling infrastructure for growth in Maynooth, identifying that the "*DART+ project and proposed electrification of the rail line to Maynooth represents a significant opportunity for sequential growth in Maynooth".* A Strategic Environmental Assessment and an Appropriate Assessment were undertaken and published with this Strategy.	
Dublin Metropolitan Area Strategic Plan (MASP)	The requirement for the development of MASP for Dublin City as part of the RSES is outlined in Project Ireland 2040. The objectives of the MASP are complementary to the objectives of the RSES. The RSES requires the development of the Dublin MASP that includes the management of sustainable and compact growth of Dublin City and better use of under used lands. One of the guiding principles for the growth of the Dublin MASP is Integrated Transport and Land use which includes the following: The MASP contains a number of objectives for the Dublin Metropolitan Area, including Sustainable Transport Objective to include: *RPO 5.2 Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network and ensure that future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned.* *To focus growth along existing and proposed high quality public transport corridors and nodes on the expanding public transport network and to support the delivery and integration of 'BusConnects', DART expansion and LUAS extension programmes, and Metro Link, while maintaining the capacity and safety of strategic transport networks.*	The Dublin Metropolitan Area Strategic Plan supports the implementation of the DART+ West project. The proposed development is consistent with RPO5.2. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Transport Strategy for the Greater Dublin Area 2016-2035	This document published by the National Transport Authority (NTA) lays out the transport strategy for the Greater Dublin Area (GDA) up to 2035. The Strategy which was adopted by Government and is now Government Policy is modally balanced and designed to cater for the future needs of the Greater Dublin Area and enable people to move efficiently around the Dublin region. It integrates short, medium and long-term plans for rail, bus, cycling, walking and roads. It sets out the transport provisions necessary to '*contribute to the economic, social and cultural progress of the GDA by providing for the efficient, effective and sustainable movement of people and goods.*" In developing the Strategy, the NTA have considered alternative options for the provision of transport services along the six radial corridors into Dublin and found heavy rail to be the most appropriate solution to meet the transport needs of the high-density population centres across several of the corridors identified. Consequently, with regards to Heavy Rail Infrastructure the Strategy intends to:	The objectives of the Transport Strategy for the Greater Dublin Area 2016-2035 align and support the proposed DART+ West programme. It is therefore considered that there will be positive cumulative impacts as a result of the proposed development. The DART+ West project supports the Transport Strategy for the Greater Dublin Area 2016-2035 by increasing the frequency and capacity of rail services. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from

Name	Description	Cumulative Impact with proposed development
	• *Implement the DART Expansion Programme, which will provide DART services as far north as Drogheda; to Hazelhatch on the Kildare Line (including a tunnel connection from the Kildare Line to link with the Northern / South-Eastern Line); to Maynooth in the west and to the M3 Parkway.* • *Develop a new train control centre to manage the operation of the rail network.* • *Construct additional train stations in developing areas with sufficient demand.* • *Implement a programme of station upgrades and enhancement.* • *Ensure an appropriate level of train fleet, of an appropriate standard, to operate on the rail network.* The Strategy also outlines its objectives for Transport Services and Integration, including bus and rail services, in relation to the rail service, the Strategy proposes the following: *The DART services will operate to a high frequency with adequate capacity to cater for the passenger demand. It is anticipated that DART services in the city centre section of the network will operate to a regular ten minute service frequency in the peak hours from 2016 and will transition to a five minute service frequency following the completion of the DART Expansion Programme*. The GDA Transport strategy includes objectives in respect of specific modes of transport. A selection of pertinent objectives are as follows: • *5.7 Walking: Provide a safer, more comfortable and more convenient walking environment for those with mobility, visual and hearing impairments, and for those using buggies and prams.* • *5.7 Walking: Revise road junction layouts, where appropriate, to provide dedicated pedestrian crossings, reduce pedestrian crossing distances, provide more direct pedestrian routes, and reduce the speed of turning traffic.* • *5.7 Walking: Ensure that permeability and accessibility of public transport stops and stations for local communities is maintained and enhanced.* • *5.8.2 Regional and Local Roads: Enhance orbital movement, outside of the M50 C-Ring, between the N3, the N4 and N7 national roads, by the widening of existing roads and the development of new road links.* • *5.8.2 Regional and Local Roads: Develop appropriate road links to service development areas.* • *5.8.2 Regional and Local Roads: Enhance pedestrian and cycle safety through the provision of safer road junctions, improved pedestrian crossing facilities and the incorporation of appropriate cycle measures including signalised crossings where necessary.* • *5.8.3 Principals of Road Development: There will be no significant increase in road capacity for private vehicles on radial roads inside the M50 motorway.* • *5.8.3 Principals of Road Development: That the road scheme, other than a motorway or an express road proposal, will be designed to provide safe and appropriate arrangements to facilitate walking, cycling and public transport provision.* A Strategic Environmental Assessment was undertaken and published with this Strategy.	the combination of this plan and the proposed development.

Name	Description	Cumulative Impact with proposed development
Draft Transport Strategy for the Greater Dublin Area 2022-2042	The Transport Strategy for the Greater Dublin Area 2022-2042 replaces the 2016-2035 Strategy. This strategy addresses development within the counties of Dublin, Meath, Kildare and Wicklow. Major projects that are supported in this Strategy include: • DART+ Programme • The reopening of the Phoenix Park Tunnel Rail Line; (now complete). • Metrolink. • Luas Cross City. • The on-going roll out of cycle tracks and greenways. • Investment in bus priority and bus service improvements e.g BusConnects. • M7 Naas to Newbridge widening, Oberstown Interchange and Sallins Bypass. Etc The Strategy includes the following measures relevant to the DART+ Programme: **Measure RAIL1 – DART+** *"The DART+ Programme will be implemented, providing electrified services to Drogheda in the north and Maynooth plus Celbridge in the west, in addition to an enhanced level of service to Greystones. The programme will include additional fleet, aligned with higher passenger demand, and a higher frequency of service on all lines"* **Measure RAIL7 – Station Upgrades** *"The NTA, in conjunction with Irish Rail, will upgrade, refurbish and maintain train stations across the GDA to ensure that they are of an appropriate standard and provide a good quality experience for passengers"* **Measure RAIL6 – New Rail Stations** *"The NTA, in conjunction with Irish Rail, will develop new rail stations at Cabra, Glasnevin, Heuston West, Kylemore, Woodbrook, west of Sallins, west of Louisa Bridge and west of Maynooth. Kishoge station will also open in the short term as development of the Clonburris SDZ is realised. Other stations will be considered where development patterns support such provision"* **Measure CYC8 – Bikes on Public Transport** *"The NTA will facilitate the carriage of standard bicycles on all newly acquired (during this strategy period) DART, Commuter and Intercity rail carriages operating in the Greater Dublin Area at all times"* In relation to the road network, the proposed DART+ West Project will also facilitate the implementation of the following measures: **Measure ROAD1 – Principles of Road Development** *"1. That there will be no significant increase in capacity for private car trips on radial roads within the Metropolitan Area, except where re-alignments or junction changes are necessary for safety reasons;* *4. That road schemes, other than a motorway or protected road, will be designed will be designed to provide safe and appropriate arrangements to facilitate walking, cycling and public transport provision, including as applicable, the delivery of walking and cycling facilities off line where this is considered to be a more attractive solution for these modes;"* **Measure ROAD9 – Regional and Local Roads Policy**	The measures outlined in this Strategy are supported by the proposed DART+ West programme. The proposed DART + West programme will also facilitate the implementation of road development measures. The proposed DART+ West project is supported by the draft Transport Strategy for the Greater Dublin Area. The project will deliver the electrification of the Dublin to Maynooth line which is outlined as a measure within the plan. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.

Name	Description	Cumulative Impact with proposed development
	"5. Enhance pedestrian and cycle safety through the provision of safer road junctions, improved pedestrian crossing facilities and the incorporation of appropriate cycle measures including signalised crossings where necessary; and *"6. Implement various junction improvements, realignments and local reconfigurations on the regional and local road network to address safety deficiencies and/or support integrated transport proposals catering for all road users"* A Strategic Environmental Assessment and an Appropriate Assessment were undertaken and published with this Strategy.	
Integrated Implementation Plan 2019-2024	Following the approval of a transport strategy for the region by the Minister for Transport, Tourism and Sport, is required to prepare an integrated implementation plan covering a six year period. The Transport Strategy for the Greater Dublin Area 2016-2035 was approved in February 2016. The preparation of the Integrated Implementation Plan was aligned with the Government's review of capital spending which commenced in 2016 and culminated with the publication of the National Development Plan 2018-2027 in February 2018. The NTA's Integrated Implementation Plan (IIP) 2019-2024 supports the delivery of the Transport Strategy for the Greater Dublin Area 2016-2035 and is aligned with the objectives of the NDP. It sets out the central infrastructure investment programme and overall funding provision over the six-year period. It identifies the key investment areas with respect to bus, light rail, heavy rail and integration and sustainable transport investment. The IIP provides further detail on the sequencing and allocation of the €4.6bn available to the NTA across Bus, Light Rail, Metro and Heavy Rail projects up to 2024. It also notes that the "integrated rail network will provide a core, high-capacity transit system for the region and will deliver a very substantial increase in peak-hour capacity on all lines from Drogheda, Maynooth, Celbridge/Hazelhatch and Greystones". The objectives of rail investment in the IIP are to: • Implement key elements of the DART + programme. • Eliminate the current signalling restrictions in the city centre through the completion of the City Centre Re-signalling project. • Protect the safety and reliability of the GDA railway system through investment in upgrading of train control and monitoring systems. • Continue investment in a level crossing closure programme. • Enhance customer information systems and ticketing systems. • Continue the upgrading and enhancement, including accessibility, of train stations in the GDA.	The investment programme and overall funding provisions of the Implementation Plan 2019-2024 align with and support the proposed DART+ West programme. It is therefore considered that there will be positive cumulative impacts as a result of the proposed development. The Integrated Implementation Plan supports the DART+ West project. The plan has identified the implementation of the DART+ Programme as one of its objectives. The plan has also allocated €4.6bn in funding for Bus, Light Rail, Metro and Heavy Rail Projects. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Greater Dublin Cycle Network Plan	The NTA published the Greater Dublin Area Cycle Network Plan in 2013. The Plan consists of the Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas comprising the Greater Dublin Area (GDA). The Plan sets out a 10-year strategy to expand the urban cycle network from 500 km to 2,480 km. The overarching objective of the NCPF is that 10% of all trips in Ireland will be made by bike by 2020.	As the proposed development aligns with and supports the Greater Dublin Cycle Network Plan, it is considered that there will be positive cumulative impacts as a result of the proposed development.

Name	Description	Cumulative Impact with proposed development
	This plan includes the development of the Royal Canal Greenway route. The Maynooth/Sligo rail line is immediately parallel to the Royal Canal extending from Dublin city centre to Maynooth. The canal towpath is paved from North Strand Road as far as Ashtown, with good quality gravel surface from there to Blanchardstown. This path is in use by cyclists as a de facto cycleway at present. A number of design studies are underway to develop a high-quality cycle track along the canal westward to Maynooth, as the Royal Canal Urban Greenway (RCUG) preferred route was presented at the Non-Statutory Public Consultation held in July 2021.The DART+ West project and the proposed greenway will complement each other in terms of connectivity and transport integration. Ongoing liaison between Fingal County Council and the RCUG design team and Iarnród Éireann has taken place in relation to the interfaces between the proposed projects. A Strategic Environmental Assessment and an Appropriate Assessment were undertaken and published with this plan.	The DART+ West project will support the Greater Dublin Cycle Network Plan. The DART+ West project will complement the Royal Canal Urban Greenway by enhancing connectivity and transport integration. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Dublin City Development Plan 2016–2022	The Dublin CDP provides an integrated, coherent spatial framework to ensure Dublin City is developed in an inclusive way which improves the quality of life for its citizens, while also being a more attractive place to visit and work. The areas relevant to the DART+ West project includes the areas between the Docklands extending east towards the Ashtown level crossing. The key policies which are of specific relevance to the DART+ Programme include the follow: ***Policy MT4**: To promote and facilitate the provision of Metro, all heavy elements of the DART Expansion Programme including DART Underground (rail interconnector), the electrification of existing lines, the expansion of Luas, and improvements to the bus network in order to achieve strategic transport objectives.* ***Policy MT3**: To support and facilitate the development of an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city in association with relevant transport providers, agencies and stakeholders.* ***Policy MTO5**: (i) To facilitate and support measures proposed by transport agencies to enhance capacity on existing public transport lines and services, to provide/improve interchange facilities and provide new infrastructure.* ***Policy MT6**: (i) To work with Iarnród Eireann, the NTA, Transport Infrastructure Ireland (TII) and other operators to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity.* A Strategic Environmental Assessment, an Appropriate Assessment, and a Strategic Flood Risk Assessment have been undertaken and published with the Plan. The current Dublin City Development Plan is currently under review.	The proposed development will consist of the electrification of a section of the rail fleet, while also facilitating increased passenger capacity through the purchase of new rail carriages. It is therefore considered that there will be positive cumulative impacts as a result of the proposed development. The implementation of the DART+ West project is supported by the Dublin City Development Plan 2016-2022 as the DART+ West will aid in achieving several of the key policies outlined in the plan. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Draft Dublin City Development Plan 2022-2028	The Draft Dublin City Development Plan 2022-2028 was prepared and published for public display on 25th November 2021. The main policies and objectives relevant to the DART+ Programme: ***Policy SMT20:** To support the expeditious delivery of key sustainable transport projects including Metrolink, Bus Connects, DART+ and LUAS expansion programme so as to provide an integrated*	As the proposed development is consistent with and supports the draft Dublin City Development Plan 2022-2028 it is considered that there will be positive cumulative impacts as a result of the proposed development.

Name	Description	Cumulative Impact with proposed development
	public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region. ***Policy SMT13:*** *To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, LUAS and Metrolink and with the existing and proposed bus network.* ***SMTO15:*** *(ii) To promote and seek provision of additional stations as part of the DART+ projects in consultation with Iarnród Éireann/Irish Rail.* ***SMTO1:*** *To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/LUAS); and 17% private (car/ van/HGV/motorcycle).* ***SMT21:*** *(i) To work with Iarnród Éireann/Irish Rail, the NTA, TII and other operators to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity. (ii) To facilitate the needs of freight transport in accordance with the NTA's Transport Strategy for the Greater Dublin Area 2016 – 2035 and forthcoming review.*	The implementation of the DART+ West project is supported by the Dublin City Development Plan 2016-2022 as the DART+ West will aid in achieving several of the key policies outlined in the plan. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.
North Lotts and Grand Canal SDZ Planning Scheme 2014	**Proposed Spencer Dock Station** A new Spencer Dock Station is proposed within the North Lotts area on a vacant lot adjacent to the Spencer Dock Luas station. This area is zoned 'SDRA6' in the Dublin CDP, approved by An Bord Pleanala to facilitate fast tracked planning and regeneration of the North Lotts area. The signalling track upgrades will follow the existing IE tracks adjacent to area zoned *'Z1: To protect improve and provide for residential amenity'.* Key specific considerations for DART+ West contained in the North Lotts and Grand Canal SDZ Planning Scheme 2014 that have influenced the design of the proposed Spencer Dock Station include the following: • *"The hatched line as indicated in City Block 2A & 2C shall be retained as a reservation strip for the future provision of the DART Underground Station. No permanent structures shall be built over this until the position of the DART Underground Station has been confirmed. In the interim period temporary uses and/or pavilion structures will be considered."* • *All planning applications within the Zone of Influence of the proposed DART Underground, as identified in Appendix 7 shall demonstrate to Iarnród Éireann how the proposal relates to the DART Underground Project. No development shall compromise the integrity of, or adversely impact on the DART Underground Line. (Refer to Appendix 7 for Reservation Strip and Zone of Influence)."* • *The DART Underground postponement presents challenges for the rollout of the implementation, in relation to the line reservation under the Spencer Dock Economic Hub and the transport management measures which must be brought into play until such time as the DART Underground can be provided. The land reservation will be used for a variety of temporary*	The DART+ West supports the North Lotts and Grand Canal SDZ Planning Scheme 2014 by supporting high density TOD and presenting the opportunity for the continued development and regeneration of several areas along its extents, specifically the North Lotts and Grand Canal SDZ areas. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.

Name	Description	Cumulative Impact with proposed development
	buildings/activities, while the existing transport assets must be sweated until the DART is provided, by measures such as expedited Mobility Management Plans and more frequent trams. The proposed Spencer Dock Station supports sustainable mobility and compact Transport Oriented Development. It will provide for a modern and integrated rail station and a positive passenger experience interfacing with existing sustainable transportation, high quality public realm and future development at Spencer Dock. The site has the potential to realise Transit Oriented Development and the further intensification of the Docklands area. The proposed Spencer Dock Station will support the emerging population trends. The new station will also facilitate multimodal interchange between the public transport services in Dublin City, namely with the Luas and bus services which is also an objective of the North Lotts and Grand Canal Dock (SDZ) Planning Scheme. Furthermore, the proposed design of the Spencer Dock Station provides integration with the surrounding buildings by aligning the platform of the station to the North Lotts and Grand Canal Dock SDZ Planning Scheme gridlines. This alignment makes the layout more compatible with the structure of the existing and future buildings. Access to the proposed station is adjacent to the Spencer Dock Luas Stop thus fostering the interchange between the DART and the Luas. The access to the proposed station is located in a central urban location allowing for ease of interchange between public transport and active travel. It will also allow for a high quality arrival experience fronting the existing Spencer Dock Plaza which will act as an 'urban hall' for the station. Separately the Glasnevin Station also presents an important opportunity to integrate land use and transportation and will become a major public transport interchange hub in the Dublin City area.	
Ashtown-Pelletstown Local Area Plan 2014	Dublin City Council produced the Ashtown/Pelletstown Local Area Plan (LAP) 2014 for the lands located to the north east for which active planning applications exist. The LAP supports the proposed development through Objective MAO7: *"To encourage and facilitate, in cooperation with Fingal County Council and Iarnrod Eireann, the replacement of the existing manually operated rail level crossing at Ashtown Road, with a suitably designed alternative. The eventual design shall have regard to both existing and proposed developments in the immediate vicinity of the plan area and provide for high quality pedestrian and cycle facilities linking with existing and proposed pedestrian and cycle networks both within and surrounding the LAP area".* The vision of the LAP is the *"creation of a sustainable living and working environment with a strong urban identity, anchored by mixed-use supporting hubs and benefitting from both good permeability and quality public transport options. The area shall be characterised by a vibrant social mix, reflected in a variety of housing options and community facilities/ amenities, well integrated with the wider city via improved infrastructure and green infrastructure".* To achieve this vision, the LAP was developed in accordance with guiding principles which include, but are not limited to, the following: • Support the development of a coherent spatial structure, characterised by two mixed use hubs (east and west) and predominantly residential areas in between. The Tolka Valley and Grand	The proposed development supports high density TOD and the presents the opportunity for the continued development and regeneration of a number of areas along its extents, specifically the Ashtown/Pelletstown area. It is therefore considered the proposed development, in combination with this plan, will result in positive cumulative impacts. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.

Name	Description	Cumulative Impact with proposed development
	Canal amenities framing the northern and southern boundaries shall be interconnected via links through key open spaces, contributing to an attractive public realm. • To encourage employment-generating uses in vacant commercial buildings, on brownfield sites, and in identified mixed-use areas. • To improve connectivity throughout the area, removing existing barriers to movement and facilitating completion of a main east/ west thoroughfare with associated public squares at each end and secondary north/south routes. Pedestrian and cycle routes are given specific consideration. • To ensure a mix of residential typologies and designs at densities appropriate to ensure the viability of public transport and other supporting community facilities within a high quality living environment. The LAP aims to provide over 3,500 new homes to accommodate between 6,300 to 7,200 new residents with the capacity for the development of recreational areas and community facilities also. The proposed development will support existing and future populations and support high density sustainable transit orientated developments in existing settlements. The development will improve the rail-road interface and congestion associated with the existing level crossing closures. The proposed footbridge at Ashtown station will maintain pedestrian and cyclist connectivity at the level crossing for all road and rail users.	
Fingal County Development Plan 2017 – 2023	The Fingal Development Plan (FDP) 2017-2023 policy remit relevant to this project extends from the Ashtown level crossing west to Leixlip. Improving transport within Fingal is recognised as key to the future economic, social and physical development of Fingal. The delivery of the DART+ Programme is recognised as a strategic aim of the FDP, key policies include: ***MT30:*** *Support Iarnród Éireann and the NTA in implementing the DART+ Programme, including the extension of the DART line to Balbriggan, the design and planning for the expansion of DART services to Maynooth and the redesign of the DART Underground.* **MT31**: *Design and implement measures, having regard to potential environmental impacts, to mitigate the increased congestion on the local road network caused by more frequent closures of the existing level crossings on the Maynooth Line. Ensure that well in advance of any such measures being taken, extensive direct consultation is undertaken with local communities and residents who would be directly impacted by any such measures.* ***MT28****: Facilitate, encourage and promote high quality interchange facilities at public transport nodes throughout the County* ***Strategic Aim 15****: Seek the development of a high quality public transport system throughout the County and linking to adjoining counties, including the development of the indicative route for New Metro North and Light Rail Corridor, improvements to railway infrastructure including the DART Expansion Programme, Quality Bus Corridors (QBCs) and Bus Rapid Transit (BRT) systems, together with enhanced facilities for walking and cycling.* Relevant aims of the Plan relating to transport are as follows:	The Fingal County Development Plan supports the implementation of the DART+ West project. The DART+ West project has been identified as a strategic aim of the plan. Additionally, the DART+ West project supports the aims of the plan by increasing the capacity and frequency of rail services thus promoting and facilitating a shift to increased sustainable transport usage. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.

Name	Description	Cumulative Impact with proposed development
	• *Incorporating sustainable development, climate change mitigation and adaptation, social inclusion, high quality design and resilience are fundamental principles that underpin the Development Plan.* • *To promote an appropriate balance of development across the County, by developing a hierarchy of high quality, vibrant urban centres and clearly delineated areas of growth, and favouring expansion in areas nearest to existing or planned public transport nodes.* • *To promote and facilitate movement to, from, and within the County of Fingal, by integrating land use with a high quality, sustainable transport system that prioritises walking, cycling and public transport.* • *To provide an appropriate level of safe road infrastructure and traffic management, in particular to support commercial and industrial activity and new development.* • *To work with all relevant stakeholders to seek a reduction in greenhouse gas emissions from transport.*	
Draft Fingal Development Plan 2023-2029	The main policies and objectives relevant to the DART+ Programme are as follows: • *Objective CMO22 – Enabling Public Transport Projects: Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders.* • *Objective CMO23: Support NTA and other stakeholders in implementing the NTA Strategy including MetroLink, BusConnects, DART +, LUAS and the GDA Cycle Network.* • *Objective CMO24: Ensure that appropriate measures are put in place to mitigate the impacts of level crossing closures on the Maynooth rail line including protection measures for public transport and increased priority for cycling and walking.* The draft Plan contains several deletions and changes to the existing DP local map-based objectives which are of relevance to the proposed DART+ West to include the following At Coolmine level crossing: **Objective 91** Ensure pedestrian and cyclist connectivity is provided across the canal and rail line at this location. Greater Dublin Area (GDA) Cycle Network 2013. At Porterstown level crossing: **Objective 88** Ensure pedestrian and cyclist connectivity is provided across the canal and rail line at this location.	The draft Fingal County Development Plan continues to support the implementation of the DART+ West project. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development. The proposed amendments/deletions to policies are consistent and support with the proposed DART+ West project and would further recognise the importance of the DART+ programme and associated benefits that this transformative public transport project will bring to both local and wider communities, while also delivering on cross-sectoral national policies including supporting sustainable mobility and climate resilience.
Navan Road Parkway Local Area Plan, in preparation	Ashtown level crossing is located on the boundary between the administrative areas of Dublin City Council and Fingal County Council. An area to the south west of the level crossing is designated for development under the Navan Road Parkway LAP as part of the Fingal County DP. At the time of writing the Navan Road Parkway LAP has not been developed. The LAP encompasses primarily undeveloped land bound to the north by the Royal Canal and south by Navan Road. The area stretches west of Ashtown Road and encompasses the existing Phoenix Industrial Estate, Navan Road Parkway train station, before terminating east of Ashburn Avenue. The land use designation	The DART+ West project will support the development within the HT - High Technology land use zoning under the future Navan Road Parkway LAP. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from

Name	Description	Cumulative Impact with proposed development
	under the Fingal County DP 2017 - 2023 is HT - High Technology to *"Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment"*. The proposed Ashtown level crossing replacement works are located within the Navan Road Parkway LAP.	the combination of this plan and the proposed development.
Kellystown Local Area Plan 2021	The Kellystown LAP was approved by Fingal County Council in January 2021 and is relevant to the Clonsilla and Porterstown level crossings. The LAP lands are bound by the Royal Canal to the north and the Dublin-Maynooth Railway Line to the south, Diswellstown Road to the east and Clonsilla Road (R121) to the west. The lands comprise approximately 56.4 ha. The LAP will provide a statutory framework for the proper planning and sustainable development of the area. The LAP refers to the DART+ West proposals and recognises the intention to close Clonsilla and Porterstown level crossings. The LAP supports the DART+ West project and investment in sustainable public transport, active travel, high quality sustainable urban developments and increased levels of pedestrian and cyclist movement within and around the area that will be supported by the project. The Eastern Development Area is subject to Key Objective DA 1.9 *"The Eastern Development Area should incorporate all new railway infrastructure resulting from amendments to the level crossing"*. The Western Development Area of the LAP is required under Key Objective DA 3.2 to *"Ensure a high level of pedestrian and cyclist connectivity through the lands to connect Clonsilla Railway station to the surrounding area"*. The Kellystown LAP supports the rail and road infrastructure improvements proposed at Porterstown level crossing as part of the DART+ West project through the implementation of these objectives. The Kellystown LAP also aims to develop a new primary and secondary school. The LAP will relocate St. Mochta's Football Club to a new location. The new site will accommodate a full-sized soccer pitch along with new sports facilities in the form of multi-use games areas (MUGAs) which will be accessible by the new schools. The relocation of St. Mochta's Football Club will facilitate the development of residential units within Development Area 1.	Kellystown Local Area Plan supports the DART+ West project by supporting the proposed rail and road infrastructure improvements at Porterstown level crossing as part of the DART+ West project. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Hansfield SDZ Planning Scheme 2006	The Hansfield Strategic Development Zone (SDZ) Planning Scheme comprises approximately 80.74 hectares of land in southwest Blanchardstown close to the county boundary with County Meath. The SDZ Planning Scheme was approved by An Bord Pleanála in April 2006 and a number of residential units are occupied. The site is currently active site with residential units under construction namely in Zones 1, 2, 4 & 6. The Transport Strategy for the SDZ includes the opening of the Old Navan Line. The first phase of the proposed railway linking Navan to Dublin opened in September 2010. Over 25 trains each way per day now run between the new M3 Parkway Station, Dunboyne and Dublin City Centre. Part of the strategic infrastructure within the SDZ was to provide a new train station within the SDZ lands, and Hansfield train station was opened in 2013. In addition, pedestrian/cyclist connection to Clonsilla Station will be provided as part of the SDZ strategy.	The DART+ West project supports the Hansfield SDZ Planning Scheme by supporting the existing vehicular demands in the area and supporting sustainable mobility through safe, segregated active travel modes for existing and future populations in the surrounding area. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.

Name	Description	Cumulative Impact with proposed development
	As already stated, the SDZ is under development. Taking into account the developed lands there is approximately 54.25 ha of the SDZ lands available for new residential development with the capacity for approximately 3,000 dwelling units.	
Barnhill Local Area Plan 2018.	The Barnhill LAP comprises 45.64 hectares of greenfield lands. The zoned lands are located approximately 3 km southwest (as the crow flies) from Blanchardstown Town Centre. The lands are bound by the Dunboyne to Clonsilla rail Line to the south, the Royal Canal and the Dublin - Maynooth Railway Line to the west and the R149 (Clonee to Leixlip) to the east. The LAP Vision for Barnhill is to create a place to live that is *appealing, distinctive and sustainable, maximising the opportunities provided by the surrounding natural environment for biodiversity and improved amenities*. It is envisaged that Barnhill will develop as a sustainable community comprised of new homes, community, leisure and educational facilities based around an identifiable and accessible new local centre which will form the heart of the area. Fingal County Council published the Barnhill LAP in October 2018. The following key objectives have been identified within the Fingal County DP 2017-2023 for the LAP: Social Inclusion Objective SI1 *"Deliver between circa 950-1150 new dwellings and associated amenity and educational facilities on the LAP lands, to help meet existing and future housing needs and to create a sustainable and socially inclusive mixed-use community"* High Quality Design Objective HQD3 *"Create a sustainable mixed-use centre for Barnhill which meets local needs by providing an appropriate range of retail, commercial, leisure and residential uses and establishes a distinctive sense of place and heart for the community"* *Movement and Transport Strategy:* Objective MT1 *"Improve accessibility throughout the plan area, through the completion of a hierarchical road infrastructure network to serve the development, and encourage links to existing and proposed public transport nodes both within and beyond the LAP boundary"* Objective MT3 *"Promote increased cycling and pedestrian activity within the development through a network of routes that connect to public transport routes, centres of employment, amenities, and community and retail destinations."* Objective MT4 *"Implement an integrated and sustainable movement and transport strategy for Barnhill which supports the effective management of sustainable travel patterns across the site with good connections to the greater Blanchardstown network."* Objective MT6 *"Prioritise sustainable modes of transport including walking, cycling and public transport and reduce the reliance on the use of private cars within Barnhill."* In order to provide for a coherent sustainable movement and transport strategy and to maximise development capacity within the Barnhill LAP lands, it is required to deliver the necessary extension of the Ongar-Barnhill Road with provision of a new bridge over the Dunboyne (Pace) – Clonsilla rail line and provision of a new junction with the existing road network. This will connect the Ongar Road to the existing R149.	The DART+ West project supports the Barnhill Local Area Plan by supporting the movement and transport objectives of the plan. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.

Name	Description	Cumulative Impact with proposed development
Kildare County Development Plan 2017 – 2023	The Kildare County Development Plan (KCDP) sets out an overarching strategy for the proper planning and sustainable development of the functional area of County Kildare, over the period 2017-2023 and beyond. In the context of the DART+ Programme the KCDP pertains to the areas from Leixlip extending west to the proposed depot located west of Maynooth. The following policies and objectives are of specific relevance to the DART+ Programme. • **MT 1:** Promote the sustainable development of the county through the creation of an appropriately phased integrated transport network that services the needs of communities and businesses. • **PTO 7:** Promote and support the upgrading of the Maynooth rail line and the Kildare rail line, in accordance with the Transport Strategy for the Greater Dublin Area 2016-2035 and in co-operation with the NTA. Other policies and objectives which are of specific relevance to the DART+ Programme include: • **MT 2:** *Support sustainable modes of transport by spatially arranging activities around existing and planned high quality public transport systems* • **MT3:** *Influence people's travel behaviour and choices towards more sustainable options by working closely with relevant organisations in improving and accessing public transport facilities* • **PT 1:** *Promote the sustainable development of the county by supporting and guiding national agencies including the National Transport Authority in delivering major improvements to the public transport network and to encourage public transport providers to provide an attractive and convenient alternative to the car.* • **PT 2:** *Generate additional demand for public transport services by strengthening development around existing and planned high capacity transport routes and interchanges throughout the county.* • **PTO 3:** *Support the delivery of the NTA's Greater Dublin Area Transport Strategy (2016-2035) in Kildare.* • **PTO 5:** *Investigate, in co-operation with Irish Rail and the National Transport Authority, the provision of new railway stations in the county and the upgrading/relocation of existing stations, to rectify existing constraints in the network.* A Strategic Environmental Assessment, an Appropriate Assessment and a Strategic Flood Risk Assessment were undertaken as part of the proposed development.	As the proposed development supports the objectives of the Kildare County Development Plan 2017-2023, it is considered that there will be positive cumulative impacts as a result of the proposed development. The DART+ West project supports the Kildare County Development Plan. The proposed DART+ West project will increase the frequency and capacity of rail services promoting the use of sustainable transport modes. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Maynooth Local Area Plan 2013-2019	The Maynooth Local Area Plan sets out the overall strategy for the proper planning and sustainable development of Maynooth in the context of the Kildare County Development Plan 2011-2017. The Maynooth Local Area Plan has identified traffic congestion as a major problem in the area and identifies key challenges to be addressed, such as: "*Delivering strategic transport improvements particularly the upgrading of the railway line and the completion of the Maynooth Outer Orbital Road*".	As the proposed development will address one of the key issues set out in the Maynooth Local Area Plan 2013-2019 by upgrading the railway line, it is considered that there will be positive cumulative impacts as a result of the proposed development. The DART+ West project supports the Maynooth Local Area Plan by increasing the capacity and frequency of rail services at Maynooth, thus promoting sustainable modes of travel. The

Name	Description	Cumulative Impact with proposed development
		improved access to sustainable modes of transport will aid in addressing the key challenge of traffic congestion in Maynooth, outlined in the plan. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Kilcock Local Area Plan 2015-2021	Kilcock town is bounded by the River Rye water to the north and the M4 motorway to the south. The Kilcock Local Area Plan sets out a series of objectives and policies to ensure the proper planning and sustainable development of the area. Key Strategy 1 KS1.2 Connecting Infrastructure *"Connecting Kilcock through services infrastructure and a network of transport infrastructure will make is accessible and easy to move around, allowing the town to intensify and grow".* Objectives related to transport contained within the plan are as follows: **MTO 2** "*To maximise the use of public transport infrastructure, walking and cycling and minimise car dependence."* Policies related to transport contained within the plan are as follows: **MT3** *"To continue to promote the modal shift from private car use towards increased use of more sustainable modes of transport such as cycling, walking and public transport and to implement the initiatives contained in Government's "Smarter Travel, A Sustainable Transport Future 2009-2020'"* **MT11** *"To co-operate with Iarnrod Eireann in the upgrading of the railway line and station in Kilcock."*	The DART+ West project will increase the capacity and frequency of rail services along the Dublin to Maynooth line, which excludes the Kilcock area. No significant cumulative effects are anticipated as a result of DART+ west and the Kilcock Local Area Plan.
Leixlip Local Area Plan 2020-2023	The existing Blakestown level crossing is located within the boundary of the Leixlip Local Area Plan. The LAP supports the proposed DART+ Programme through objective MT2.2 "To support and facilitate the delivery of electrification and upgrading of the Dublin – Sligo rail line from Connolly Station to Maynooth, including improvements to Cope Bridge." and recognises the requirement for the removal of level crossings and re-signalling works. Section 8.2 of the LAP (Public Transport) states *"The DART Expansion Programme is a key project in the delivery of an integrated rail transport network for the Dublin region and includes the electrification of the Dublin-Sligo rail line from Connolly Station to Maynooth, together with the removal of level crossings and re-signalling"*. It recognises that the realisation of this project will improve the number and frequency of train services in addition to improving journey times.	The implementation of the DART+ West project is supported by the Leixlip Local Area Plan which includes and identifies the DART Expansion Programme as a key project in the delivery of an integrated rail transport network for the Dublin region. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Meath County Development Plan 2021-2027	The Meath County Development Plan 2021-2027 sets out an overarching strategy for the proper planning and sustainable development of the functional area of County Meath, over the period 2021-2027 and beyond. The relevant objectives contained in the Plan include the following: **ED OBJ 10** *"In accordance with RPO 4.33 of the Regional Spatial and Economic Strategy, to support the continued development of Maynooth, co-ordinated with the delivery of strategic infrastructure*	As the proposed development is consistent with and supports the Meath County Development Plan 2021-2027 it is considered that there will be positive cumulative impacts as a result of the proposed development.

Name	Description	Cumulative Impact with proposed development
	including pedestrian and cycle linkages within the town and to the Royal Canal Greenway, DART expansion and road linkages forming part of the Maynooth Outer Meath County Development Plan 2021-2027 Chapter 4 Orbital Route in a manner which supports future development and population growth and builds on synergies with Maynooth University promoting a knowledge-based economy" **MOV OBJ 4** *"To improve, in conjunction with the NTA and Irish Rail, facilities at existing stations*" **MOV OBG6** *"To facilitate and encourage the upgrading of existing railway stations, and protect, as required, lands necessary for the upgrading of existing railway lines or stations or the provision of new railway stations throughout the County"* The Plan also recognises the higher-level planning and transportation policy remit (e.g., Regional Spatial and Economic Strategy 2019-2031), and references support for these policies (RPO 8.8) that relate to the delivery of this project which states: *"The RSES supports delivery of the rail projects set out in Table 8.2, subject to the outcome of appropriate environmental assessment and the planning process."* These projects include: • Re-appraisal of the extension of the Dunboyne/M3 Parkway line to Navan during the Mid Term Review of the GDA Transport Strategy; • Dart expansion Programme - new infrastructure and electrification of existing lines, including provision of electrified services to Drogheda, Maynooth and M3 Parkway on the Maynooth/Sligo Line. It goes on to state that the *"Plan supports the prioritisation of these projects and will continue to support TII in the roll out of rail improvements and upgrades throughout the County."* MCDP recognises that the NTA's Transport Strategy for the Greater Dublin Area (GDA) provides a framework for the planning and delivery of transport infrastructure and services over the period 2016 - 2035. The DART+ West project will provide an electrified, more frequent rail service, improving capacity on the M3 Parkway rail line. The project will reduce congestion and make journeys more comfortable for passengers, and support climate action targets as well as supporting business and communities living in County Meath. A Strategic Environmental Assessment, an Appropriate Assessment and a Strategic Flood Risk Assessment were undertaken and published with the Plan.	The DART+ West project supports the Meath County Development Plan. The proposed DART+ West project will increase the frequency and capacity of rail services promoting the use of sustainable transport modes in the Maynooth area which will aid in achieving the objectives of the plan. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Draft Kildare County Development Plan 2023 – 2029	At the time of writing, the draft Kildare County Development Plan 2023 – 2029 was prepared and published for public display on 14th of March 2022. The main policies and objectives relevant to the DART+ Programme are as follows: ***TM P1****: Promote sustainable development through facilitating movement to, from, and within the County that is accessible to all and prioritises walking, cycling and public transport.* ***TM P3:*** *Promote the sustainable development of the county by supporting and guiding national agencies in delivering major improvements to the public transport network and to encourage a shift*	The draft plans continues to support the DART+ West and *positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.

Name	Description	Cumulative Impact with proposed development
	from car-based travel to public transport that is accessible for all, regardless of age, physical mobility, or social disadvantage. ***TM O9:*** *Facilitate and secure the delivery/implementation of the public transport projects that relate to County Kildare as identified within the Integrated Implementation Plan (2019-2024), (or any superseding document), including the DART+ programme (Including DART+ West and DART+ South West), BusConnects and the light rail investments.* ***TM O44:*** *support the electrification of intercity routes.*	
Dunboyne, Clonee & Pace Local Area Plan 2009 – 2015	The existing PACE M3 Parkway Train station is located within the development boundary of the Dunboyne Clonee Pace LAP. Relevant policies in this plan include: **MOV POL 4** *To facilitate and protect the operation of the railway in conjunction with Iarnród Éireann/CIE. To protect the Pace–Navan extension of the railway corridor from inappropriate development where all planning applications lodged within the route reservation corridor or which may impact on the future railway will be referred to Iarnród Éireann/CIE for comment.* **MOV POL 6** *To facilitate the development of Park & Rides as set out in the Railway Order NA0001 at Dunboyne Station & Pace Interchange* The proposed development will provide for sustainable growth and travel options within County Meath, specifically for the population of Dunboyne and the commuters who utilise the M3 Parkway train station and connections further along the network. A new Local Area Plan (LAP) will be developed for this settlement in accordance with the Meath CDP which will supersede the Dunboyne Clonee & Pace LAP 2009-2015.	The DART+ West project supports the Dunboyne, Clonee and Pace Local Area Plan. The proposed DART+ West project will provide infrastructure which will support the zoning objectives of the plan. *Positive, direct and indirect, significant and long-term* cumulative effects are predicted to arise from the combination of this plan and the proposed development.

26.3.1.2 Projects

The cumulative assessment of the Tier 3 projects with the proposed development is presented in Table 26-6, Table 26-7, Table 26 8, and Table 26 9 within the functional areas of Dublin City Council, Fingal County Council, Meath County Council and Kildare County Council respectively.

Table 26-6 Tier 3 Projects within the functional area of Dublin City Council

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Applicant: Dublin Port Company **Local Authority**: Dublin County Council **Planning Applicant ref:** DCC reg no. 3220/21 & ABP ref no. ABP-312692-22 **Location:** Dublin Port, Alexandra Road, Dublin 1. **Status:** Planning permission was granted in Jan 2022. Construction duration is not defined by the applicant.	Planning permission was granted for the construction of a new 1.4km pedestrian walkway and a 2-way cycle lane along East Wall Road and Bond Road from the River Liffey to the Tolka Estuary and will comprise the following: (a) Removal of part of existing Dublin Port western boundary wall / fence; (b) Removal of the existing access to Terminal 3 on East Wall Road; (c) Modifications to layout of Terminal 3 along eastern boundary including removal of private car parking spaces. The ESB substation (Record of Protected Structures No. 8771) is located within the subject site. Works are proposed within the curtilage of this protected structure. In addition to the replacement of permitted pedestrian and cycle facilities and associated works along East Wall Road and Bond Road to the north of Tolka Quay Road as permitted under Reg. Ref. 3084/16 to include a bridge over Promenade Road with revised design and alignment the following proposed amendments to permission granted under Reg. Ref. 3084/16. The proposed development and proposed amendments include all associated ancillary works, including site clearance, demolitions, earthworks, pavement construction, drainage services, diversion and installation of utility services, installation of road markings and signs. This application is accompanied by a Natura Impact Statement. An Environmental Impact Assessment (EIA)	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Connolly station and the proposed Spencer Dock Station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** Not significant.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plans (CTMP) will address the potential cumulative impacts on the population during construction. A Traffic Management Plan will also be developed in respect of the development. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Not significant.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity - Construction:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West project's EIAR will address the potential impacts to water quality. Mitigation measures proposed in this development's Summary of Mitigation Measures Report will also address potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and soils: There is potential for the generation of waste material from both projects. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station, the material will be reused as far as possible.	**Land and soils:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation measures have been developed in the EIAR for the DART+ West Project to manage the movement of materials to and from the construction sites.	**Land and Soil – Construction:** negative, imperceptible to slight and short-term effects. **Land and Soil – Construction:** imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	Screening Report has also been developed in respect of the development. **Distance:** 0km from development boundary.	**Hydrology:** In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West project EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. Mitigation measures proposed in this development's Summary of Mitigation Measures Report will also address potential impacts to water quality.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts.	**Hydrogeology:** Mitigation measures proposed in the Land and Soils and Water Chapters of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Mitigation measures proposed in this development's Summary of Mitigation Measures Report will also address potential impacts to surface water quality. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects. **Air Quality – Operation:** not significant.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the DART+ West project's	**Noise and Vibration – Construction:** negative,

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	EIAR and the CEMP will be implemented to control noise and vibration effect. Mitigation measures proposed in this development's Summary of Mitigation Measures Report will also address potential impacts to surface water quality. **Noise and Vibration: Operation:** No mitigation required	slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual – Construction: Due to the scale and nature of this development, no significant cumulative landscape and visual effects are envisaged should the construction phase overlap with the proposed DART+ West project. **Landscape and Visual – Operation:** No significant cumulative effects are envisaged during the operation phase of both developments.	**Landscape and Visual - Construction:** No mitigation required. **Landscape and Visual - Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, not significant, temporary. **Landscape and Visual – Operation:** imperceptible.
		Agri / Non Agri Land take: This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West project. No significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. A Waste Management Plan has been prepared in respect of this development. **Material Assets – Waste Management – Operation:** no mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term. **Material Assets – Waste Management – Operation:** imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Archaeology, Architecture and Cultural Heritage – Construction: This development does not propose any works to build heritage features of significance, however works are located within the curtilage of a protected structure. There is potential for cumulative effects during construction phase with the proposed DART+ West project. **Archaeology, Architecture and Cultural Heritage – Operation:** The operational phase of both developments will enhance the protected structures by providing public realm enhancements along Preston Street as part of the proposed DART+ West project and along East Wall Road as part of this development. Positive cumulative effects are likely.	**Archaeology, Architecture and Cultural Heritage - Construction:** All Mitigation measures proposed as part of the EIAR Archaeology, Architecture and Cultural Heritage Chapter for DART+ West project will be implemented to reduce the cumulative effects to Archaeology, Architecture and Cultural Heritage. **Archaeology, Architecture and Cultural Heritage – Operation:** No mitigation required	**Archaeology, Architecture and Cultural Heritage - Construction:** negative, moderate, short-term. **Archaeology, Architecture and Cultural Heritage - Operation:** positive, slight, long-term.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All mitigation measures proposed as part of the DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects. Mitigation measures proposed in this development's Summary of Mitigation Measures Report will also address potential impacts to human health. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** negative, slight, short-term. **Human Health- Operation:** imperceptible.
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Waterside Block 9 Developments Limited **Local Authority**: Dublin City Council **Planning Application ref:** DCC reg no. DSDZ2103/21 **Location:** Site of 0.921 ha at City Block 9, North	Planning permission was granted for a ten-year permission for development relates to a proposed development within a Strategic Development Zone Planning Scheme area, located within City Block 9 as identified in the North Lotts & Grand Canal Dock Planning Scheme, 2014 totalling 66,718 sq. m above and below ground on a site of 0.921 ha. The development will consist of the following: 1. Construction of 3 No. commercial office buildings (identified as four blocks (Blocks B1-B4)) ranging in	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Connolly station and the proposed Spencer Dock station, improving the connection and accessibility of this development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight and short-term effects **Traffic and Transport – Operation:** Positive, significant, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Wall Quay and Mayor Street Upper, Dublin 1. **Status:** Planning permission was granted in Aug 2021. At the time of writing, construction has commenced for the development. The construction duration is approx. 4 years as defined by the applicant.	height from 5-storeys to 9-storeys. 2. Construction of basement accommodation (22,951 sq. m), accommodating: lower ground floor level (7,119 sq. m) of office and ancillary accommodation; plant rooms (1,599 sq. m); waste storage facilities (290 sq. m); employee changing / drying / locker facilities (825 sq. m); a bike repair area (40 sq. m); a goods' storage area (298 sq. m); double loading bay; 107 No. car parking spaces; 14 No. motorcycle parking spaces; and 570 No. bicycle parking spaces, with vehicular access provided by ramp from Castleforbes Road. 3. Development of a new western pedestrian lane from Castleforbes Road linking centrally with a new pedestrian lane through the centre of the overall City Block 9 site to North Wall Quay, with a second lane also linking to North Wall Quay to the east of Block B4. 4. Public realm improvements. 5. All enabling and site development works. A Natura Impact Statement has been prepared in relation to the proposed development. **Distance:** c.240m east of development boundary	**Population – Construction:** Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will construct a new train station at Spencer Dock next to this development, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long term effects.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West EIAR will address the potential impacts to water quality. Additional measures have also been proposed in the Natura Impact Statement prepared in respect of the development to address potential impacts the designated sites. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.
		Land and Soil: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and Soil:** Not applicable.	**Land and Soil:** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology Chapters of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the DART+ West project's EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. A Construction Management Plan has also been prepared for this development and will be implemented during the construction phase to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to commercial areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration: Not applicable – this development outside is of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
		Landscape and Visual - Construction: Both developments are located in an urban area currently undergoing regeneration and redevelopment and are not likely to have cumulative significant effects on the townscape character. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects. **Landscape and Visual – Operation:** Positive landscape and visual cumulative effects are likely to occur from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual – Operation:** positive, long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Agri / Non-Agri land take: Not applicable – this development is outside of the agri / non-agri land take cumulative assessment study area.	**Agri / Non -Agri land take:** Not applicable.	**Agri / Non-Agri land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets – utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term. **Material Assets – Waste Management – Operation:** imperceptible.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside the cumulative assessment study area for archaeology, architecture and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.
		EMC & Stray Current: Not applicable – this development is outside of the cumulative assessment study area for EMC & Stray Current.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Glenveagh Living Limited **Local Authority:** Dublin City Council **Planning application ref:** EIA Portal ID 2020203 & DCC reg no. 3197/20	Planning permission was granted to Glenveagh Living Limited in 2020 for a Strategic Housing Development (EIA Portal 2020203) consisting of demolition of all structures on site, 702 no. Build to Rent residential units, commercial, retail, creche, cultural buildings and associated site works. An Environmental Impact Assessment Report (EIAR) has been prepared to support the planning application. A screening for an Appropriate Assessment	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGV movements on the road network. This could potentially have a negative cumulative effect on traffic and transport. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Connolly Station and the proposed Spencer Dock Station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight to moderate and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Location: Site of c. 0.5 ha which forms part of the Castleforbes Business Park, Sheriff Street Upper, Dublin 1. (D01 VX48). **Status:** Planning permission was granted in March 2021. Construction commenced in 2021. The applicants have provided for a construction phase duration of approx. 48 months with completion expected in Q4 2025 as per the application documents.	(AA) was carried out which concluded that the *"development that would not give rise to any significant effects to designated sites"*. **Distance:** adjacent to the proposed development boundary.	**Population – Construction:** Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will construct a new train station at Spencer Dock, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect on communities during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of respective EIARs Population Chapter, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Hydrology Chapters of the respective EIARs will address the potential impacts to water quality.	**Biodiversity:** imperceptible.
		Land and Soil: There is potential for the generation of waste material from both projects. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station, the material will be reused as far as possible. **Land and soils – Operation:** Potential that previously contaminated lands will be remediated/ removed from the sites leading to positive cumulative effects to land and soils.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared as part of the DART+ West project to manage the waste and import requirements of the project. A CDWMP has also been developed as part of this development. Mitigation measures have been developed in the Traffic and Transportation Chapter of the EIAR for the DART+ West project to manage the movement of materials to and from the construction sites. **Land and soils – Operation:** No mitigation required.	**Land and Soil - Construction:** negative, imperceptible to slight and short-term effects. **Land and Soil – Operation**: positive, not significant effect.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology/Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMPs will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects. **Air Quality – Operation:** imperceptible.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** imperceptible. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the respective EIARs and the CEMPs will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects **Noise – Operation:** No mitigation required.	**Noise and Vibration – Construction:** negative, slight to moderate, short-term. **Noise and Vibration – Operation:** imperceptible.
		Landscape and Visual - Construction: Both developments are located in an urban area currently undergoing regeneration and redevelopment and are not likely to have cumulative significant effects on the townscape character. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects. **Landscape and Visual – Operation:** Positive landscape and visual cumulative effects are likely to occur from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual – Operation:** positive, long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Agri / Non Agri Land take: Both developments are located an urban area subject to regeneration. This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West project. No significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** imperceptible.
		Material Assets – Waste Management – Construction: There is potential for generation of waste material from both projects, which will be subject to disposal at suitable facilities. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station, the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) has been developed in respect of the DART+ West project and this development. Mitigation measures have been prepared for the DART+ West project to manage the movement of materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, slight, short-term. **Material Assets – Waste Management – Operation:** imperceptible.
		Archaeology, Architecture and Cultural Heritage: Both developments are located in an urban area subject to extensive redevelopment. No significant cumulative effects are likely to occur on archaeology, architecture and cultural heritage from the construction and operation of these developments.	**Archaeology, Architecture and Cultural Heritage:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage:** imperceptible.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly the population within the nearby residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All mitigation measures proposed as part of the respective EIARs and those included in Human Health Chapters and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** negative, slight to moderate, short-term. **Human Health- Operation:** imperceptible.
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Applicant: David Carson of Deloitte **Local Authority**: Dublin City Council **Planning Application ref:** DCC reg no. DSDZ3779/17 **Location:** Site of 1.08 ha at North Wall Quay and Mayor Street Upper. The site is bounded by North Wall Quay to the South, undeveloped lands to the East, Castleforbes Road to the West, and Mayor Street Upper to the North, Dublin 1. **Status:** Planning permission was granted in Dec 2017. At the time of writing, site clearance works have commenced for the development which was granted a 10-year planning permission. Construction duration is not defined by the applicant.	Planning permission was granted to David Carson of Deloitte (DCC reg no. DSDZ3779/17) for a development of site of 1.08 ha at North Wall Quay and Mayor Street Upper, the site is bounded by North Wall Quay to the South. The development consists of a ten year permission for the construction of 2 No. residential buildings ranging in height from 6 storeys to 11 storeys, a with a total gross floor area above ground of circa 41,364.4 sqm accommodating 420 no. apartments comprising 113 no 1 bed units, 242 no. 2 bed units and 65 no. 3 bed units. The development also provides for a crèche of c 281.4 sq. metres and 4 no. cafe/restaurant/retail units with a total floor area of 763.5 sq. metres. Construction of one level of basement beneath the residential buildings, accessed from a secure ramp on Castleforbes Road, accommodating 450 bicycle parking spaces, 288 car parking spaces, plant, storage areas and other associated facilities. The development also includes for a new pocket park of 760 sq., accessed from a new pedestrian route from Castleforbes Road and a new north-south pedestrian route centrally located through Block 9 connecting North Wall Quay and Mayor Street Upper. The application includes all site landscaping works, signage, and associated and ancillary works, including site development works. An Appropriate Assessment (AA) Screening Report, Environmental Impact Assessment (EIA) Screening Report and a Flood Risk Assessment have been prepared in respect of the proposed development.	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Connolly station and the proposed Spencer Dock station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of the increased construction traffic and local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on economy. **Population – Operation:** The proposed DART+ West project will construct a new train station at Spencer Dock, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect on communities during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part Population Chapter of the DART+ West project's EIAR and Construction Traffic Management Plan (CTMP), will reduce the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects
		Biodiversity - Construction: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity. **Biodiversity – Operation:** No significant cumulative effects are likely to occur from the operation of these developments.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.
		Land and soils: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils:** Not applicable.	**Land and Soil – Construction:** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring.	**Hydrology – Construction & Operation:** negative, not significant and short-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	Distance: c.200m south of development.	**Hydrogeology – Construction:** In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Water Chapters of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant, and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the DART+ West EIAR will be implemented to mitigate potential cumulative dust impacts. A CEMP has been prepared for the DART+ West project to be implemented which will further reduce the potential for cumulative air quality effects. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate:** Not significant
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
		Landscape and Visual - Construction: Both developments are located in an urban area currently undergoing regeneration and redevelopment and are not likely to have cumulative significant effects on the townscape character. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects. **Landscape and Visual – Operation:** Positive landscape and visual cumulative effects are likely to occur from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual – Operation:** positive, long-term effects.
		Agri / Non-Agri land take: Not applicable - development outside of the agri / non-agri land take cumulative assessment study area.	**Agri / Non -Agri land take:** Not applicable.	**Agri / Non-Agri land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets – utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets:** Not applicable.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared in respect of the DART+ West project. A CDWMP has also been prepared in respect of this development. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. The measures outlined in the aforementioned documents will reduce the potential cumulative negative material asset – waste management effects. **Material Assets – Waste Management – Operation:** no mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term. **Material Assets – Waste Management – Operation**: imperceptible.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside the cumulative assessment study area for archaeology, architecture and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health- Construction:** Not applicable.	**Human Health:** Not applicable.
		EMC & Stray Current: Not applicable – this development is outside of the cumulative assessment study area for EMC & Stray Current.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: David Carson **Local Authority:** Dublin City Council **Planning Application ref**: DCC reg no. DSDZ3780/17	Planning permission was granted to David Carson Statutory Receiver, acting for Crossman Properties Limited (in receivership) c/o Deloitte, 29 Earlsfort Terrace, Dublin, D02 AY28 for a ten year permission (DCC reg no. DSDZ3780/17) for development at a site of 0.91 ha at North Wall Quay and Mayor Street Upper Dublin 1. The site is bounded by North Wall Quay to the South, undeveloped lands to the West, the new north-south road to the East and Mayor Street Upper to the north. The overall site is located	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West Project will improve public transport services by increasing the frequency and capacity of rail services at Connolly station and the proposed Spencer Dock station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transportation Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Location: Site of 0.91 ha at North Wall Quay and Mayor Street Upper, Dublin 1, The site is bounded by North Wall Quay to the South, undeveloped lands to the West, the new north-south road to the East, and Mayor Street Upper to the North **Status:** Planning permission was granted in Dec. 2017. At the time of writing, site clearance works have commenced for the development which was granted a 10-year planning permission. Construction duration is not defined by the applicant.	within City Block 9, as identified in the North Lotts & Grand Canal Dock SDZ Planning Scheme. The development will consist of a ten-year permission for the construction of 4 no. commercial office buildings ranging in height from 6 storeys to 8 storeys. The total gross floor area above ground is circa 35,883 sq.m. Construction of one level of basement beneath the proposed commercial building accommodating 360 bicycle parking spaces, 90 car parking spaces, plant, storage areas and other associated facilities, with access from the new north-south road to the east. The development also includes a public plaza, located onto North Wall Quay between Block D1 and D2, accessed from North Wall Quay, a new pedestrian route from the new north-south street to the East and a temporary new north-south pedestrian route centrally located through Block 9 connecting North Wall Quay and Mayor Street Upper. The planning application includes all site landscaping works, signage, and associated and ancillary works, including site development works. An Appropriate Assessment (AA) Screening Report, Environmental Impact Assessment (EIA) Screening Report and a Flood Risk Assessment have been prepared in respect of the proposed development. **Distance:** c.180m south of the proposed development.	**Population – Construction:** Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will construct a new train station at Spencer Dock, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect on communities during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West project's EIAR will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.
		Land and Soil: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and Soil:** Not applicable.	**Land and Soil:** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology/Water Chapters of the respective EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Air quality - Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality - Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapter of the DART+ West project's EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects. **Air Quality – Operation:** Not significant.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
		Landscape and Visual - Construction: Both developments are located in an urban area currently undergoing regeneration and redevelopment and are not likely to have cumulative significant effects on the townscape character. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects. **Landscape and Visual – Operation:** Positive landscape and visual cumulative effects are likely to occur from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the EIAR for the DART+ West project will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual – Operation:** positive, long-term effects.
		Agri / Non-Agri land take: Not applicable – this development is outside of the agri / non-agri land take cumulative assessment study area.	**Agri / Non -Agri land take:** Not applicable.	**Agri / Non-Agri land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets – utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. A CDWMP has also been prepared for this development. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term. **Material Assets – Waste Management - Operation:** imperceptible.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside the cumulative assessment study area for archaeology, architecture and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.
		EMC & Stray Current: Not applicable – this development is outside of the cumulative assessment study area for EMC & Stray Current.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: KWCI GP Limited **Local Authority:** Dublin City Council **Planning Application ref**: DCC reg no. DSDZ3350/20 & DSDZ4087/19 **Location:** Coopers Cross, City Block 3 (including 8, Castleforbes Road, Dublin 1), at Sheriff Street Upper, Castleforbes Road and Mayor Street Upper, North Lotts, Dublin 1. **Status**: Planning permission was granted	Planning permission was granted for a site (c. 1.08 Ha) at Coopers Cross, City Block 3 (including No. 8 Castleforbes Road, Dublin 1), at Sheriff Street Upper, Castleforbes Road, Dublin 1), at Sheriff Street Upper, Castleforbes Road and Mayor Street Upper, North Lotts, Dublin 1 and otherwise generally bounded by Mayor Street Upper to the south, undeveloped lands to the west, existing Northbank House and Alexandra Terrace to the north and Castleforbes Road to the east. The proposed development seeks revisions to previously permitted commercial scheme, DCC Reg. Ref. DSDZ4087/19 (the 'parent permission' - consist development of 2 no. commercial blocks over 2 no. level basement (45,328 sq.m gross floor area - inclusive of basement) as amended by DCC Reg. Ref. DSDZ2626/20) comprising: - Minor adjustments to basement layout to	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Connolly station and the proposed Spencer Dock station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
for DSDZ3350/20 in Nov 2022. At the time of writing, site clearance works for this development have commenced. construction duration is not defined by the applicant.	facilitate additional bicycle parking provision (increase from 640 to 744 no. spaces) and proportional increase of welfare facilities resulting in plant moving to roof level, minor adjustments to parking layout and the including of additional storage area and security room. This application relates to a proposed development within the North Lotts & Grand Canal Dock Strategic Development Zone Planning Scheme area. An Appropriate Assessment (AA) Screening Report and Flood Risk Assessment have been prepared in respect of the proposed development. **Distance**: c.150m south of development	**Population – Operation:** The proposed DART+ West project will construct a new train station at Spencer Dock next to this development, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect on communities during operation.		
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West Project's EIAR will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.
		Land and Soil: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and Soil:** Not applicable.	**Land and Soil:** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Water Chapters of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West project's EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality - Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality - Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the DART+ West project's EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential this commercial development will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
		Landscape and Visual - Construction: Both developments are located in an urban area currently undergoing regeneration and redevelopment and are not likely to have cumulative significant effects on the townscape character. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects. **Landscape and Visual – Operation:** Positive landscape and visual cumulative effects are likely to occur from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the EIAR for the DART+ West project will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual – Operation:** positive, long-term effects.
		Agri / Non-Agri land take: Not applicable – this development is outside of the agri / non-agri land take cumulative assessment study area.	**Agri / Non -Agri land take:** Not applicable.	**Agri / Non-Agri land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets – utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West Project. Mitigation measures have been prepared for the DART+ West project to manage materials to and from the development sites. A CDWMP has also been prepared in respect of this development. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside the cumulative assessment study area for archaeology, architecture and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.
		EMC & Stray Current: Not applicable – this development is outside of the cumulative assessment study area for EMC & Stray Current.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: sub-fund KW PRS Fund 11 **Local Authority:** Dublin City Council **Planning Application ref**: DCC reg no. DSDZ2186/20 **Location:** Site (c.1.55Ha) at City Block 3 and Northbank House, Sheriff Street Upper, New Wapping Street and Mayor Street Upper, North Lotts, Dublin 1. **Status**: Planning permission was granted in March 2020. At the time of writing, site clearance works for this development have commenced. Construction duration is not defined by the applicant.	Planning permission was granted to KW PRS ICAV acting for and on behalf of its sub-fund KW PRS Fund 11 intends to apply for permission at a site (c.1.55Ha) at City Block 3 and Northbank House, Sheriff Street Upper, New Wapping Street and Mayor Street Upper, North Lotts, Dublin 1 and otherwise generally bounded by Nos. 7-10 Mayor Street Upper to the south, Nos. 1-14 New Wapping Street to the west, and existing Northbank House, Alexandra Terrace and Castleforbes Road to the east. The development will consist of: - A residentially led development accommodated in 5no. residential blocks ranging from 2 to 7 storeys, sitting partially over single level basement, and at ground floor of existing Northbank House (c.37,358.1 sq.m gross floor area excluding basement c. 5,410.5 sq.m gross floor area), to accommodate: 472no. residential units in total, comprising 463no. 'Build-to-Rent' apartments (65no. 1-bed studios, 217no. 1-beds, 179no. 2-beds, 2no. 3-beds) and 9no. 2-bed houses; residential amenities (c.805 sq.m gross floor area) in proposed Block 3B1 and basement; 1no. café/restaurant (c.111.4sq.m gross floor area). This application relates to a proposed development within the North Lotts & Grand Canal Dock Strategic	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Connolly station and the proposed Spencer Dock station, improving the connection and accessibility of this development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will construct a new train station at Spencer Dock next to this development, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect on communities during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West's EIAR will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	Development Zone Planning Scheme Area. An Appropriate Assessment (AA) Screening Report, an Environmental Impact Assessment (EIA) Screening Report and Flood Risk Assessment have been prepared in respect of the proposed development. **Distance:** c.80m east of Spencer Dock Station	**Land and Soil:** Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and Soil:** Not applicable.	**Land and Soil:** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West Project's EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant, and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Water Chapters of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant, and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality - Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the DART+ West EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. A CEMP has also been developed in respect of the development. **Air quality - Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the DART+ West project's EIAR and the CEMP will be implemented to control	**Noise and Vibration – Construction:** negative, slight to moderate, short-term.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Noise and Vibration: Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	noise and vibration effect. A Construction Management Plan (CMP) developed in respect of this development will also be implemented. These measures will avoid cumulative negative noise and vibration effects	**Noise and Vibration – Operation:** Not significant.
		Landscape and Visual - Construction: Both developments are located in an urban area currently undergoing regeneration and redevelopment and are not likely to have cumulative significant effects on the townscape character. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects. **Landscape and Visual – Operation:** Positive landscape and visual cumulative effects are likely to occur from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the EIAR for the DART+ West project will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual – Operation:** positive, long-term effects.
		Agri / Non-Agri land take: Not applicable – this development is outside of the agri / non-agri land take cumulative assessment study area.	**Agri / Non -Agri land take:** Not applicable.	**Agri / Non-Agri land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets – utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** no mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term. **Material Assets – Waste Management – Operation:** imperceptible.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside the cumulative assessment study area for archaeology, architecture, and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes.	**Human Health- Construction:** All mitigation measures proposed as part of the proposed DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects. A Construction Management Plan has also been prepared in respect of this development which will address potential cumulative effects to human health.	**Human Health- Construction:** negative, slight, short-term. **Human Health- Operation:** Not significant

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Operation:** No mitigation required.	
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Oxley Holdings Limited **Local Authority:** Dublin City Council **Planning Application ref**: EIA Portal ID 2019168, ABP reference:PL29N.305676 & DCC reg. no. 2723/20 & SHD0024/19 **Location:** Lands to the Rear of Connolly Station, Connolly Station car park, Sheriff Street Lower, Dublin 1. **Status**: Planning permission was granted in Feb 2020. At the time of writing construction has not commenced. Construction phase is approx. 56 months as defined by the applicant.	Planning permission was granted to Oxley Holdings Limited in 2019 for a Strategic housing Development (EIA Portal ID 2019168) consisting of demolition of 4 no. structures, construction of 741 no. Build to Rent apartments; residential support facilities and amenities (1,444sq.m); and retail, commercial and community floorspace (3,142 sq.m) and associated site works is proposed at lands to the Rear of Connolly Station, Connolly Station car park, Sheriff Street Lower, Dublin 1. Project includes modifications to a portion of a Protected Structure (RPS No. 130), specifically the wall fronting Oriel Street Upper to facilitate; a. the development of a new pedestrian entrance to the site; b. the development of a vehicular entrance to the proposed car parking area; and c. the development of a service/emergency vehicular access only ramp to serve CIE's transport needs at Connolly Station. An Environmental Impact Assessment Report (EIAR) has been prepared in respect of the proposed development. An Appropriate Assessment Screening Report has been prepared in respect to the proposed development. The AA Screening Report concluded that	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Connolly station and the proposed Spencer Dock station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will construct a new train station at Spencer Dock next to this development, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect on communities during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West Project's EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Hydrology/Water Chapters of the respective EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	"*significant effects are not likely to arise, either alone or in combination with other plans or projects to the integrity of the Natura 2000 network*". A Site-Specific Flood Risk Assessment has also been developed in respect of the proposed development. **Distance:** adjacent to proposed development (Connolly Station)	**Land and soils - Construction:** There is potential for the generation of waste material from both projects. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station, the material will be reused as far as possible. **Land and soils – Operation:** Potential that previously contaminated lands will be remediated/ removed from the sites leading to positive cumulative effects to land and soils.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed for the DART+ West project. Mitigation measures have been developed in the EIAR for the DART+ West project to manage the movement of materials to and from the construction sites. **Land and soils – Operation:** No mitigation required.	**Land and Soil – Construction:** negative, imperceptible to slight and short-term effects.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology/Water of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology - Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology/Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars		
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the respective EIARs and the CEMPs will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects. **Noise – Operation:** No mitigation required.	**Noise and Vibration – Construction:** negative, slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual - Construction: Both developments are located in an urban area currently undergoing regeneration and redevelopment and are not likely to have cumulative significant effects on the townscape character. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects. **Landscape and Visual – Operation:** Positive landscape and visual cumulative effects are likely to occur from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual – Operation:** positive, long-term effects.
		Agri / Non-Agri Land take: This development's boundary is within the boundary of the proposed DART+ West project. Working areas are not likely to overlap. No significant cumulative effects are likely during construction or operation.	**Agri / Non-Agri Land take:** No mitigation required.	**Agri / Non-Agri Land take:** imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. A CDWMP has also been developed in respect of the proposed development. **Material Assets – Waste Management – Operation:** no mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term. **Material Assets – Waste Management – Construction:** imperceptible.
		Archaeology, Architecture and Cultural Heritage – Construction: Both developments are proposing modification works to the vaults at Connolly Station, a protected structure (RPS 130). There are likely to be	**Archaeology, Architecture and Cultural Heritage - Construction:** Mitigation and monitoring measures proposed in the Architectural Heritage Chapters of the	**Archaeology, Architecture and Cultural Heritage - Construction:**

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		cumulative negative effects as a result of the construction works to the vaults from both developments. **Archaeology, Architecture and Cultural Heritage – Operation:** The operational phase of both developments will bring the vaults at Connolly Station into use having an overall cumulative positive effect.	respective EIAR's will be implemented to mitigate potential cumulative architectural heritage impacts. **Archaeology, Architecture and Cultural Heritage Operation:** No mitigation required.	negative, moderate to significant, temporary. **Archaeology, Architecture and Cultural Heritage - Operation:** significant, positive, long-term.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All Mitigation measures proposed as part of the respective EIARs and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** negative, slight, short-term. **Human Health- Operation:** Not significant
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Connolly Quarter Development Company Limited **Local Authority:** Dublin City Council **Planning Application ref**: EIA Portal ID 2021272 and DCC ref no. 3054/22 **Location:** 'Dublin Arch', on a site adjacent to Connolly Station, Sheriff Street Lower, Dublin 1, D01 V6V6. **Status:** Subject to successful grant of	Request for a planning permission was submitted by Connolly Quarter Development Company limited for a proposed mixed-use development (EIA Portal 2021272), 'Dublin Arch', on a site (2.86 ha) adjacent to Connolly Station, Sheriff Street Lower, Dublin 1, D01 V6V6. The proposed development relates to work to a Protected Structure (RPS Ref. No. 130). The development will consist of: (i) The construction of 4 no. office blocks (B1, B2, B3 and B4) 12 to 16 storeys in height including landscaped areas in the form of gardens at podium level and landscaped terraces at upper levels (combined 3,365 sq.m) with a cumulative gross floor area of 52,509 sq.m comprising of: (ii) The construction of 187 no. Built-to-Rent (BTR) apartments and associated supporting tenant support	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Connolly station and the proposed Spencer Dock station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy.	**Population - Construction:** The implementation of the mitigation measures proposed as part of respective EIARs Population Chapter and the DART+ West project's Construction Traffic Management Plan (CTMPs) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
planning, the construction phase will last approx. 60 months as defined by the applicant.	facilities, services and amenities in 2 no. blocks (C and D1/D2) with a cumulative gross floor area of 19,836 sq.m; An Environmental Impact Assessment Report (EIAR) was submitted to support the application. An Appropriate Assessment Screening has been prepared in respect of the proposed development. The AA Screening concluded that there is no requirement for to proceed to Stage 2 of the Appropriate Assessment process and a Natura Impact Statement is not required. A Flood Risk Assessment has also been prepared in respect of the proposed development. **Distance:** 0m from development boundary	**Population – Operation:** The proposed DART+ West project will construct a new train station at Spencer Dock next to this development, improving the connection and accessibility of the development to public transport services will have a positive cumulative effect on communities during operation.		
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Hydrology/Water Chapters of the respective EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.
		Land and soils - Construction: There is potential for the generation of waste material from both projects. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station, the material will be reused as far as possible. **Land and soils – Operation:** Potential that previously contaminated lands will be remediated/ removed from the sites leading to positive cumulative effects to land and soils.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed for the DART+ West project. A CDWMP has also been developed in respect of the development. Mitigation measures have been developed in the EIAR for the DART+ West project to manage the movement of materials to and from the construction sites. **Land and soils – Operation:** No mitigation required.	**Land and Soil – Construction:** negative, imperceptible to slight and short-term effects.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology/Water of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMPs will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the respective EIARs and the CEMPs will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects. **Noise – Operation:** No mitigation required.	**Noise and Vibration – Construction:** negative, slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual - Construction: Both developments are located in an urban area currently undergoing regeneration and redevelopment and are not likely to have cumulative significant effects on the townscape character. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects. **Landscape and Visual – Operation:** Positive landscape and visual cumulative effects are likely to occur from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual – Operation:** positive, long-term effects.
		Agri / Non-Agri Land take: Both developments are located in an urban area subject to regeneration. This development's boundary is outside of the temporary and permanent land take of the DART+ West project. No significant cumulative effects are likely during construction or operation.	**Agri / Non-Agri Land take:** No mitigation required.	**Agri / Non-Agri Land take:** imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction Traffic Management Plan (CTMP) have been developed for the DART+ West project. A CDWMP has also been developed in respect of both developments. Mitigation measures have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** no mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term. **Material Assets – Waste Management – Operation:** imperceptible.
		Archaeology, Architecture and Cultural Heritage - Construction: Both developments are proposing works to protected structures. The vaults at Connolly Station (RPS 130) will be modified as part of the proposed DART+ West project, while this development proposes modifications to the wall fronting Oriel Street, which is part of a protected structure (RPS 130). There is potential for cumulative effects due to works on protected structures. **Archaeology, Architecture and Cultural Heritage – Operation**: The operational phase of both developments will bring the protected structures into use having an overall cumulative positive effect.	**Archaeology, Architecture and Cultural Heritage - Construction:** All Mitigation measures proposed as part of the respective EIAR's Archaeology, Architecture and Cultural Heritage Chapters will be implemented to reduce the cumulative effects to Archaeology, Architecture and Cultural Heritage. **Archaeology, Architecture and Cultural Heritage – Operation**: No mitigation required.	**Archaeology, Architecture and Cultural Heritage:** negative, moderate to significant, temporary. **Archaeology, Architecture and Cultural Heritage - Operation:** significant, positive, long-term.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All Mitigation measures proposed as part of the respective EIARs and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** negative, slight, short-term. **Human Health- Operation:** Not significant
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: CWTC Multi Family ICAV **Local Authority:** Dublin City Council	Planning permission was granted to CWTC Multi Family ICAV in 2021 (EIA Portal ID 2021136) for a Strategic Housing Development at Holy Cross College (Clonliffe Road Dublin 3, and Drumcondra Road, Dublin 9) that comprises demolition of a number of	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive,

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Planning Application Ref: EIA Portal ID 2021136, DCC reg ref: SHD0015/21 & ABP Reference: TA29N.310860 **Location:** Holy Cross College, Clonliffe Road, Dublin 3 and Drumcondra Road Lower, Drumcondra, Dublin 9. **Status**: Planning permission was granted in Nov 2021. Construction phase is approx. 36 months as defined by the applicant.	existing office/former buildings on site, including the New Wing and Library Wing Buildings (c. 6,130sq.m) and the construction of a residential development with a gross floor area of c. 119,459sq.m (excluding basement parking area) set out in 12 no. residential blocks, ranging in height from 2 to 18 storeys to accommodate 1,614 no. build to rent apartments with associated residential tenant amenity, 1 retail unit, 1 cafe and a creche. An Environmental Impact Assessment Report (EIAR) has been prepared in respect of the proposed development. An Appropriate Assessment (AA) Screening Report has been prepared in respect of the proposed development which concluded that a Stage 2 Appropriate Assessment is not required. A Flood Risk Assessment has been prepared in respect of the proposed development. **Distance:** c.270m north	**Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Operation:** No mitigation required.	significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services.	**Population - Construction:** The implementation of the mitigation measures proposed as part of respective EIARs Population Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long term effects
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the respective EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.
		Land and Soil: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and Soil:** Not applicable.	**Land and Soil:** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology/Water of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. A Surface Water Management Plan has been prepared in respect of the proposed development.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology/Water Chapters of the respective EIARs will reduce the	**Hydrogeology – Construction:** negative,

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars,	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
		Landscape and Visual: Not applicable – this development is outside of the cumulative assessment study area for landscape and visual.	**Landscape and Visual:** Not applicable.	**Landscape and Visual:** Not applicable.
		Agri / Non-Agri land take: Not applicable – this development is outside of the agri / non-agri land take cumulative assessment study area.	**Agri / Non -Agri land take:** Not applicable.	**Agri / Non-Agri land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets – utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the proposed development and the DART+ West project.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term**.**

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Material Assets – Waste Management – Operation: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside the cumulative assessment study area for archaeology, architecture and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.
		EMC & Stray Current: Not applicable – this development is outside of the cumulative assessment study area for EMC & Stray Current.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Glenveagh Living Limited **Local Authority**: Dublin County Council **Planning Application ref:** DCC reg no. 2143/20 **Location:** Site of c.0.22 ha which forms part of the Castleforbes Business Park, Sheriff Street Upper and East Road, Dublin 1. **Status:** Planning permission was granted in June 2020. At the time of writing, the construction for this development has not commenced. Construction duration is	Planning permission was granted to Glenveagh Living Limited (DCC reg no. 2143/20) for development on a site of c.0.22 ha which forms part of the Castleforbes Business Park, Sheriff Street Upper and East Road, Dublin 1. The site is bound by Sheriff Street Upper to the south, Castleforbes Business Park to the north and east, and East Road to the west. The proposed development consists of the demolition of all existing structures on the site and the construction of a 219 bedroom hotel ranging in height from 6 to 9 storeys (maximum height of c.33.95m) with total gross floor area of c.9,241sq.m (incl. basement). The ground floor includes hotel reception/lobby/check in area, a public bar with seating area, a public restaurant area with seating area, a cafe/work zone, kitchen, staff area, storage areas, lifts and circulation areas, plant, and ancillary office areas. Floors one to eight typically contain, bedrooms, linen and clearing stores, lifts and circulation areas with a gym and wellness centre located on floor one. A proposed basement -1 level contains plant, storage, staff areas, laundry store and	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West Project will improve public transport services by increasing the frequency and capacity of rail services at Connolly station and the proposed Spencer Dock station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will construct a new train station at Spencer Dock next to this development, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
not defined by the applicant.	staff cycle parking. A service access is provided from Sheriff Street Upper to the east of the site to a dedicated service area. The development also includes for enhanced landscaping and public realm along Sheriff Street Upper and East Road including for visitor cycle parking. The proposed development also includes for the provision of screened plant at roof level; PV panels; green roofs; new ESB substation; associated site servicing (foul and surface water drainage and water supply); and all other associated site development works above and below ground. An Environmental Impact Assessment (EIA) Screening Report, an Appropriate Assessment (AA) Screening Report and a Flood Risk Assessment have been prepared in respect of the proposed development. **Distance:** c.70m south of the proposed development	**Biodiversity:** In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West project will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.
		Land and Soil: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and Soil:** Not applicable.	**Land and Soil:** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Water Chapters of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.		
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the DART+ West project's EIAR and the CEMP will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects **Noise – Operation:** No mitigation required.	**Noise and Vibration – Construction:** negative, slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual - Construction: Both developments are located in an urban area currently undergoing regeneration and redevelopment and are not likely to have cumulative significant effects on the townscape character. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects. **Landscape and Visual – Operation:** Positive landscape and visual cumulative effects are likely to occur from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual – Operation:** positive, long-term effects.
		Agri / Non-Agri land take: Not applicable – this development is outside of the agri / non-agri land take cumulative assessment study area.	**Agri / Non -Agri land take:** Not applicable.	**Agri / Non-Agri land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets – utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed for the DART+ West Project. Mitigation measures have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** no mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term. **Material Assets – Waste Management – Operation:** imperceptible.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside the cumulative assessment study area for archaeology, architecture and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All Mitigation measures proposed as part of the DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** negative, slight, short-term. **Human Health- Operation:** Not significant
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: College Square GP3 Limited **Local Authority:** Dublin City Council **Planning Application ref:** DCC reg no. 2583/20 & ABP ref no. ABP-307854-20 **Location:** site of 0.66 ha at the former Apollo House, Tara Street, Dublin 2 (D02 N920). **Status:** Planning permission was granted in August 2020. At the time of writing, construction has commenced. Construction duration is approx. 40 months as defined by the applicant.	Planning permission was granted to College Square GP3 Limited (DCC reg no. 2583/20) for a development which consists of addition to and the amendment of previous permissions relating to the former College House and former Screen Cinema (DCC Reg. Ref. 3637/17 ABP Ref:PL29S.300709) and the former Apollo House (DCC Reg. Ref.: 3036/16, ABP Ref: PL29S.24907) and as amended by DCC Reg. Ref.: 2415/19 and DCC Reg. Ref.: 3668/19, ABP Ref: PL29S.305652 as follows: 1.The demolition of existing structures (which includes the apartment building known as The Brokerage, vacant ground floor retail unit and bar unit basement -1) 2.The construction of a new 8-11 storey commercial development with a building height of c.48.25m, on the site of the existing Brokerage Building on the south east corner of the site, that would integrate into the adjacent permitted College House and Apollo House office development at all levels to the north and west of the application site. This includes the enclosure of permitted setback/terrace adjacent the existing	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West Project will improve public transport services by increasing the frequency and capacity of rail services at Connolly station and the proposed Spencer Dock station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West Project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: DART+ West is located in the north of Dublin City, while the development is located in the south of Dublin City, therefore it is unlikely that construction traffic from both developments will encounter each other. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will construct a new train station at Spencer Dock next to this development, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plans (CTMPs) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Not significant. **Population – Operation:** Positive, significant, and long term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	Brokerage building and extension of permitted basement -1 & -2 into the area of existing basement -1 under the existing Brokerage building and the construction of a new basement -2. An Appropriate Assessment (AA) Screening Report and Environmental Impact Assessment (EIA) Screening Report have been prepared in respect of the proposed development. **Distance:** c.160m south of development	**Biodiversity:** In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West project's EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.
		Land and Soil: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and Soil:** Not applicable.	**Land and Soil:** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology Chapter of the DART+ West Project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** Not significant.
		Air quality - Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality - Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality - Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the DART+ West project's EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality - Operation:** No mitigation required	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars,		
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
		Landscape and Visual - Construction: Both developments are located in an urban area currently undergoing regeneration and redevelopment and are not likely to have cumulative significant effects on the townscape character. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects. **Landscape and Visual – Operation:** Positive landscape and visual cumulative effects are likely to occur from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual – Operation:** positive, long-term effects.
		Agri / Non-Agri land take: Not applicable – this development is outside of the agri / non-agri land take cumulative assessment study area.	**Agri / Non -Agri land take:** Not applicable.	**Agri / Non-Agri land take:** Not applicable.
		Material Assets - Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets - utilities.	**Material Assets - Utilities:** Not applicable.	**Material Assets - Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term**.**
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside the cumulative assessment study area for archaeology, architecture and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.
		EMC & Stray Current: Not applicable – this development is outside of the cumulative assessment study area for EMC & Stray Current.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Applicant: Ruirside Development Ltd **Local Authority:** Dublin City Council **Planning Application ref:** DCC reg no. 2596/20 & ABP ref no. ABP-308477-20 **Location:** Capel Site, Pelletstown, Ashtown, Dublin 15 **Status:** Planning permission was granted in March 2021. At the time of writing, construction phase has not commenced. Construction duration is not defined by the applicant.	Planning permission was granted for development at a site (c.1.66 Ha) known as the 'Capel' site, Pelletstown, Ashtown, Dublin 15. The site forms part of the wider 'Capel' site, and is bounded generally by Rathborne Avenue to the north and west, existing residential development adjoining Rathborne Drive and Royal Canal Way to the east and the remainder of the development permitted under DCC Reg. Ref. 3666/15 (ABP Ref PL29N.246373) to the south, at Pelletstown, Ashtown, Dublin 15. The development will consist of minor amendments to the development permitted under DCC Reg. Ref. 3666/15 (ABP Ref PL29N.246373) comprising changes to house types to 92 dwellings as follows: 25no. 2 storey, 3 bedroom house type units each of c. 105.3sq.m (Types HAL, HA, HALM , HAM and HAR) to replace 25no. house type C units (2 storey, 3 bedroom); 17no. 3 storey, 4 bedroom house type units of c. 150.8sq.m (Types HB and HBM) to replace 12no. house type F units (3 storey, 4 bedroom) and 5no. 2 storey, 3 bedroom house type D units; 22no. 3 storey, 4 bedroom house type units each of c. 153.2sq.m (Types HCL, HC, HCM and HCR) to replace 22no. house type E units (3 storey, 4 bedroom); 10no. 3 storey, 4 bedroom house type units of c. 167.5sq.m (Types HDL and HDR) to replace 6no. house type K units (3storey, 4 bedroom), 1no. house type B unit (2 storey, 3 bedroom) and 3no. house type A units (2 storey, 3 bedroom); 18no. 2 storey, 3 bedroom house type units each of c. 102.8sq.m (type HEL, HELM, HERM and HER) to replace 6no.house type K units (3 storey, 4 bedroom) and 12no. house type A units (2 storey, 3 bedroom). A new substation (c. 11.5sqm) is also proposed with associated drop kerb access.	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGV movements on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Ashtown station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
	Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on economy. **Population – Operation:** The proposed DART+ West Project will improve public transport services by increasing the frequency and capacity of rail services at Ashtown station, improving the connection and accessibility of the development to public transport services.	**Population – Construction:** The implementation of the mitigation measures proposed as part of DART+ West project's EIAR Population Chapter will reduce the potential cumulative impacts on the population during construction. The implementation of the mitigation measures proposed as part of the DART+ West project's Construction Traffic Management Plan will also reduce the potential for cumulative impacts on the population during construction **Population – Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Not significant.
	Land and soils - Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West Project will require extensive excavation works, the material will be reused as far as possible. **Land and soils – Operation:** Potential that previously contaminated lands will be remediated/ removed from the sites leading to positive cumulative effects to land and soils.	**Land and soil – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the proposed development. Mitigation measures have been developed in the EIAR for the DART+ West Project to manage the movement of materials to and from the construction sites. **Land and soil – Operation:** No mitigation required.	**Land and soil – Construction** **Land and soil – Operation:** Not significant.
	Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	Distance: c.10m north of DART+ West boundary		for disposal of contaminated waste and the measures for handling contaminated waste on site.	
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology/Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** Not significant.
		Air quality - Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality - Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality - Construction:**_Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the DART+ West project's EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality - Operation:** No mitigation required	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars,	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the DART+ West project's EIAR and the CEMP will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects. **Noise and Vibration – Operation:** No mitigation required.	**Noise and Vibration – Construction:** negative, slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual - Construction: Both developments are located in an urban area currently undergoing development and are not likely to have cumulative significant effects on the townscape character. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** **Landscape and Visual – Operation:**

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Landscape and Visual – Operation: Positive landscape and visual cumulative effects are likely to occur during the operation of both developments.		
		Agri / Non Agri Land take: Both developments are located an urban area subject to regeneration. This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West project. No significant cumulative effects are likely during construction or operation.	**Agri / Non-Agri land take:** No mitigation required.	**Agri / Non-Agri land take:** Not significant.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets - Utilities**: No mitigation required**.**	**Material Assets - Utilities:** Not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation measures have been prepared for the DART+ West Project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, and short-term. **Material Assets – Waste Management – Operation:** not significant.
		Archaeology, Architecture and Cultural Heritage - Construction: This development does not propose any works to built heritage features of significance. The footprint of this development and sections of the DART+ West project are located on a greenfield site. There is potential for disturbances to unknown archaeological features of importance during construction. **Archaeology, Architecture and Cultural Heritage - Operation:** No significant cumulative effects are likely to occur to archaeology, architecture and cultural heritage from the operation of these developments.	**Archaeology, Architecture and Cultural Heritage - Construction:** All mitigation measures proposed as part of the DART+ West project's EIAR will be implemented to address potential cumulative effects to archaeology, architecture, and cultural heritage. **Archaeology, Architecture and Cultural Heritage - Operation:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage - Construction:** negative, slight, short-term. **Archaeology, Architecture and Cultural Heritage - Operation:** imperceptible.
		Human Health – Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes.	**Human Health – Construction:** All mitigation measures proposed as part of the DART+ West EIAR and those included in the Human Health Chapter and the CTMP will reduce the cumulative effects to human health. **Human Health – Operation:** No mitigation required.	**Human Health – Construction:** negative, slight, short-term. **Human Health – Operation:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health – Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.		
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Iarnród Eireann Infrastructure, CCE Department **Local Authority:** Dublin City Council **Planning Application ref:** DCC reg no. 2848/20 **Location:** 115, Amiens Street, Former Dart Station Hall, Connolly Station, Dublin 1. **Status:** Planning permission was granted in Oct 2020. At the time of writing, construction has not commenced. Construction duration is not defined by the applicant.	Planning permission was granted to Iarnród Eireann (DCC reg no. 2848/20) for works to 115 Amiens Street, Dublin D01 NP44, a former station hall and vaults located within the curtilage of Connolly Station, a Protected Structure. The development consists of: the change of use from vacant motorcycle repair shop and emergency exit from the DART station to use as offices over two storeys; alteration of the exterior of the former station hall to include windows, a set of new entrance doors, curtain walling, external downpipes and rendered external insulation system with brick slips to base and new fascia detail. **Distance:** Adjacent to development.	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West Project will improve public transport services by increasing the frequency and capacity of rail services at Connolly station and the proposed Spencer Dock station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West Project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on economy. **Population – Operation:** The proposed DART+ West Project will increase capacity and frequency of DART services at the Connolly Station, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of DART+ West project's EIAR Population Chapter will reduce the potential cumulative impacts on the population during construction. The implementation of the mitigation measures proposed as part of the DART+ West project's Construction Traffic Management Plan will also reduce the potential for cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Not significant.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Hydrology Chapters of the DART+ West project's EIAR will address the potential impacts to water quality. Mitigation measures proposed in the NIS prepared in respect of the development will also address the potential impacts to biodiversity.	**Biodiversity:** Imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
			Biodiversity – Operation: No mitigation required.	
		Land and soils: There is potential for the generation of waste material from both projects. Although the DART+ West Project will require extensive excavation works to construct the new Spencer Dock Station, the material will be reused as far as possible.	**Land and soils:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the proposed development. Mitigation measures have been developed in the EIAR for the DART+ West Project to manage the movement of materials to and from the construction sites.	**Land and soils:** Not significant.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West Project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 8 Land and Soils and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, Not significant, short-term. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology Chapters of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology:** Not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the DART+ West project's EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** Not significant.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the DART+ West project's	**Noise and Vibration – Construction:** negative,

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		proximity of both development sites, there is potential for cumulative noise effects from construction activities.	EIAR and the CEMP will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects.	slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual – Construction: Due to the scale and nature of this development, no significant cumulative landscape and visual effects are envisaged should the construction phase overlap with the proposed DART+ West project. **Landscape and Visual – Operation:** No significant cumulative effects are envisaged during the operation phase of both developments.	**Landscape and Visual - Construction:** No mitigation required. **Landscape and Visual - Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, not significant, temporary. **Landscape and Visual – Operation:** imperceptible.
		Agri / Non-Agri Land take: This development's boundary is within the boundary of the proposed DART+ West Project. Working areas are not likely to overlap. No significant cumulative effects are likely during construction or operation.	**Agri / Non-Agri Land take:** No mitigation required.	**Agri / Non-Agri Land take:** imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material generated from both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared in respect of the DART+ West project. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** no mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term. **Material Assets – Waste Management – Operation:** imperceptible.
		Archaeology, Architecture and Cultural Heritage – Construction: Both developments are proposing modification works to the vaults at Connolly Station, a protected structure (RPS 130). There are likely to be cumulative negative effects as a result of the construction works to the vaults from both developments. **Archaeology, Architecture and Cultural Heritage – Operation:** The operational phase of both developments will bring the vaults at Connolly Station into use having an overall cumulative positive effect.	**Archaeology, Architecture and Cultural Heritage - Construction:** mitigation and monitoring measures proposed in the Architectural Heritage Chapters of the respective EIAR's will be implemented to mitigate potential cumulative architectural heritage impacts. **Archaeology, Architecture and Cultural Heritage Operation:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage - Construction:** negative, moderate to significant, temporary. **Archaeology, Architecture and Cultural Heritage - Operation:** significant, positive, long-term.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All mitigation measures proposed as part of the DART+ West EIAR and those included in the Human Health Chapter and the CTMP will reduce the cumulative effects to human health. **Human Health- Operation:** No mitigation required	**Human Health- Construction:** negative, slight, short-term. **Human Health- Operation:** Not significant.
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Concept Fusion Ltd. **Local Authority**: Dublin City Council **Planning Application ref**: DCC reg no. 2979/21 & ABP ref no. ABP-312029-21 **Location:** Swimming Pool lands, part of St. Vincent's CBS, Finglas Road, Glasnevin, Dublin 11, D11 PD28. **Status:** Planning application was granted in Nov 2021. At the time of writing, construction phase has not commenced. Construction duration is not defined by the applicant.	Planning permission was granted to Concept Fusion Ltd (DCC reg no. 2979/21) for the development which will consist of the demolition of existing St. Vincent's Swimming Pool (derelict single storey detached building c. 757 sqm) and the construction of 6 no. dwellings, comprising 1 no. 2 storey 5 bedroom dwelling, 2 no. 2 storey 4 bedroom dwellings and 1 no. 2.5 storey 5 bedroom dwelling in a single terraced block on sites 3 – 6 inclusive and 2 no. houses in a two storey semi-detached block comprising a 4 bedroom house on site 1 and a 3 bedroom house on site 2, including all associated on and off-site development works, car parking, boundary treatment works, soft and hard landscaping on the site of c. 0.24 ha, and removal of existing c. 2m high boundary wall to create direct vehicular and pedestrian access by the extension of the existing Towerview Cottages cul de sac. The development will also include the provision of a temporary construction access road (c. 90m long) through the adjoining St. Vincent school lands with vehicular access onto the Finglas Road and the temporary removal (and future reinstatement) of existing single storey	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction.	**Population – Construction:** Negative, slight and short-term effects.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West	**Biodiversity:** Not Significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	storage building c. 57m sq. required to facilitate the temporary access. A Natura Impact Statement (NIS) and a Site Specific Flood Risk Assessment (SSFRA) has been prepared and is included with the application. **Distance:** c. 70m north of Glasnevin substation.	for surface water quality impacts which could result in impacts to biodiversity.	project's EIAR will address the potential impacts to water quality. Mitigation measures proposed in the NIS prepared in respect of the development will also address the potential impacts to biodiversity. **Biodiversity – Operation:** No mitigation required.	
		Land and soils: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils:** Not applicable	**Land and soils:** Not applicable
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Water Chapters of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the DART+ West project's EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** Not significant.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the DART+ West project's EIAR and the CEMP will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects	**Noise and Vibration – Construction:** negative, slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual – Construction: Due to the scale and nature of this development, no significant cumulative landscape and visual effects are envisaged should the construction phase overlap with the proposed DART+ West project. **Landscape and Visual – Operation:** No significant cumulative effects are envisaged during the operation phase of both developments.	**Landscape and Visual - Construction:** No mitigation required. **Landscape and Visual - Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, not significant, temporary. **Landscape and Visual – Operation:** imperceptible.
		Agri / Non-Agri land take: Not applicable – this development is outside of the agri / non-agri land take cumulative assessment study area.	**Agri / Non -Agri land take:** Not applicable.	**Agri / Non-Agri land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative effect buffer area for material assets – utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West Project. A Demolition & Waste Management Plan and a Construction Management Plan prepared in respect of the development will also be implemented to address cumulative effects to material assets – waste management. Mitigation measures have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, and short-term.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside the cumulative assessment study area for archaeology, architecture and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable	**Archaeology, Architecture and Cultural Heritage:** Not applicable
		Human Health - Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties.	**Human Health- Construction:** All Mitigation measures proposed as part of the DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects.	**Human Health-Construction:** negative, slight, short-term. **Human Health-Operation:** Not significant

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health - Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	A Demolition & Waste Management Plan and a Construction Management Plan prepared in respect of the development will also be implemented to address cumulative effects to human health. **Human Health- Operation:** No mitigation required.	
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Fitzwilliam Real Estate Developments Ltd **Local Authority**: Dublin County Council **Planning Application ref:** DCC reg no. 3040/22 **Location:** 97 Middle Abbey St & 16/17 Prince's Street North, D1, 19/25 Prince's Street North, D1 & 98-101 Middle Abbey Street, D1 & 102-107 Middle Abbey Steet, D1, & 2-3, 4 & 4A Proby's Lane, D1 & 7/7A and Liffey Street Upper, D1. **Status:** Request for additional information was submitted with respect to this planning application. Construction duration is not defined by the applicant.	A request for a planning permission was submitted by Fitzwilliam Real Estate Developments Ltd (DCC reg no. 3040/22) for development which will consist of a Build-To-Rent residential development at 97 Middle Abbey St & 16/17 Prince's Street North, D1, 19/25 Prince's Street North, D1 & 98-101 Middle Abbey Street, D1 & 102-107 Middle Abbey Steet, D1, & 2-3, 4 & 4A Proby's Lane, D1 & 7/7A and Liffey Street Upper, D1 consisting of the: demolition of the existing 3 No. storey Eircom structure to the rear of No. 97 Middle Abbey Street (c. 2,201 sq. m); decommissioning and demolition of the top three open-air levels of the Arnotts' Car Park (resulting in the removal of 145 No. car parking spaces, with 225 No. car parking spaces remaining); development of a 12 No. storey over basement element fronting William's Lane, a 5 No. storey element above Arnotts' Car Park, and 2 No. storey element above Arnotts Store, to provide 155 No. apartments (56 No. studio units; 85 No. 1-bed units; and 14 No. 2-bed units). The development also provides for hard and soft landscaping including the provision of: a landscaped public plaza (including bicycle parking) along the William's Lane frontage; a landscaped communal courtyard as well as a communal terrace and private terraces on the southern elevation all at Sixth Floor Level; a landscaped communal courtyard as well as private	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Connolly station and the proposed Spencer Dock Station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West Project will construct a new train station at Spencer Dock next to this development, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of respective EIARs Population chapter and the Construction Traffic Management Plans (CTMPs) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long term effects.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Hydrology Chapters of the respective EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	terraces at the southern elevation, communal terraces at the southern elevation and part of the western elevation, and outdoor exercise area and basketball court at the northern elevation all at Seventh Floor Level; and terraces on the eastern and western elevations of the Eleventh Floor Level. Private open space in the form of terraces are also provided on the east-facing, west-facing and south-facing elevations of the two courtyards at Sixth and Seventh Floor Levels. Juliette balconies are also proposed on the eastern, western, southern elevations as well as the east-facing, west-facing and south-facing elevations of the two courtyards. Pedestrian access to this part of the development will be provided via William's Lane. An Appropriate Assessment (AA) Screening Report, an Environmental Impact Assessment (EIA) Screening Report and a Flood Risk Assessment have been prepared in respect of the proposed development. **Distance:** c.500m west of proposed development	**Land and Soil:** Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and Soil:** Not applicable.	**Land and Soil:** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology/Water of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 8 Land and Soils and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Water Chapters of the DART+ West EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Not applicable – this development is outside of the cumulative assessment study area for air quality.	**Air quality:** Not applicable.	**Air quality:** Not applicable.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
		Landscape and Visual: Not applicable – this development is outside of the cumulative assessment study area for landscape and visual.	**Landscape and Visual:** Not applicable.	**Landscape and Visual:** Not applicable.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Agri / Non-Agri land take: Not applicable – this development is outside of the agri / non-agri land take cumulative assessment study area.	**Agri / Non -Agri land take:** Not applicable.	**Agri / Non-Agri land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets – utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) has been developed for the respective developments. A Construction Traffic Management Plan (CTMP) Mitigation have been prepared for the DART+ West Project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside the cumulative assessment study area for archaeology, architecture and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.
		EMC & Stray Current: Not applicable – this development is outside of the cumulative assessment study area for EMC & Stray Current.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Colin Daly, Nicola Daly and Andrew Haydon **Local Authority:** Dublin City Council **Planning Application ref:** DCC reg no. 3308/20 & 3448/22 & ABP ref no. ABP-309366-21	Planning permission was granted to Colin Daly, Nicola Daly and Andrew Haydon (DCC reg no. 3308/20, as amended by 3448/22) for development at 76, 76G & 280 Bannow Road, Cabra, Dublin 7 which will consist of the construction of a 'Build to Rent' residential development comprising of 69 no. apartments (51 no. 1 beds, 18 no. 2 beds) in 2 no. blocks, to be provided as follows: Block A – a four storey building containing a total of 20 no. apartments comprising of 3 no. 1 beds, 17 no. 2 beds with balconies to north, south and east elevations with ancillary residential amenity facilities including concierge and residential lounge at ground level; Block B – a five storey	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Broombridge station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight and short-term effects **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a	**Population - Construction:** The implementation of the mitigation measures proposed as part of respective EIARs Population chapter and the Construction Traffic	**Population – Construction:** Negative,

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Location: 76, 76G & 280 Bannow Road, Cabra, Dublin 7. **Status:** Planning permission was granted in July 2021. At the time of writing, construction phase has not commenced. Construction duration is not defined by the applicant.	building containing a total of 49 no. apartments comprising of 48 no. 1 beds, 1 no. 2 beds with balconies to south elevations; a single level basement comprising a total of 33 no car parking spaces, 3 no. motorcycle spaces, 148 no. bicycle parking spaces (128 no. spaces at basement level and 20 no. spaces at ground floor level), ancillary plant room and refuse storage areas; along with a play/activity room, gym facility, utility room in support of the Build to Rent ancillary residential amenities and support facilities; vehicular and pedestrian access will be onto Bannow Road. An AA Screening Report has been prepared in respect of the proposed development. **Distance:** c. 40m south of the development (Broombridge)	result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will increase capacity and frequency of DART services at Broombridge station, improving public transport services, therefore having a positive cumulative effect during operation.	Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Hydrology Chapters of the respective EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and soils - Construction: There is potential for the generation of waste material from both projects. **Land and soils – Operation:** Potential that previously contaminated lands will be remediated/ removed from the sites leading to positive cumulative effects to land and soils.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared in respect of the DART+ West Project. Mitigation measures have been developed in the EIAR for the DART+ West project to manage the movement of materials to and from the construction sites. **Land and soils – Operation:** No mitigation required.	**Land and Soil – Construction:** negative, imperceptible to slight and short-term effects.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology/Water of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Water Chapters of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
			Hydrogeology - Operation: No mitigation required.	
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the DART+ West project's EIAR and the CEMP will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects. **Noise – Operation:** No mitigation required.	**Noise and Vibration – Construction:** negative, slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual – Construction: Due to the scale and nature of this development, no significant cumulative landscape and visual effects are envisaged should the construction phase overlap with the proposed DART+ West project. **Landscape and Visual – Operation:** No significant cumulative effects are envisaged during the operation phase of both developments.	**Landscape and Visual - Construction:** No mitigation required. **Landscape and Visual - Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, not significant, temporary. **Landscape and Visual – Operation:** imperceptible.
		Agri / Non Agri Land take: This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West project. No significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term**.**
		Archaeology, Architecture and Cultural Heritage: Both developments are located in an urban industrial/residential area. No significant cumulative effects are likely to occur on archaeology, architecture and cultural heritage from the construction and operation of these developments.	**Archaeology, Architecture and Cultural Heritage:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage:** not significant.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All Mitigation measures proposed as part of the DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health-Construction:** negative, slight, short-term. **Human Health-Operation:** Not significant
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Labinies Limited **Local Authority:** Dublin County Council **Planning Application ref:** DCC reg no. SHD0001/18 &ABP reference: PL29N.300666	Planning permission was granted to Labinies Limited for a strategic housing development on a site, the former 'Matts of Cabra' public house and lands to the rear, Fassaugh Avenue, Cabra, Dublin 7. The development will consist of: 1) The demolition of the former 'Matts of Cabra' public house and associated structures; 2) The construction of a mixed use development comprising student accommodation consisting of 208 no.	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Broombridge station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight and short-term effects **Traffic and Transport – Operation:** Positive, significant, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Location: Former 'Matts of Cabra' public house and lands to the rear, Fassaugh Avenue, Cabra, Dublin 7. **Status:** Planning permission was granted in April 2018. At the time of writing, construction phase did not commence. Construction duration is not defined by the applicant.	ensuite student accommodation bedrooms - 198 no. bedspaces in 32 no. house units (ranging in size between 4 and 8 single bed ensuite rooms) in a linked four and five storey building and 10 no. single bed ensuite studio rooms in a three storey building, and associated facilities including a central access lobby, a central hub, recreation spaces, administration areas at basement and ground floor levels - and 657.65 sq.m of retail floor space in 2 no. units fronting onto Fassaugh Avenue - 368.47 sq.m on the basement, ground and first floors of the four/ five storey building and 289.18 sq.m on the basement and ground floors of the three storey building; 3) The construction of a vehicular access onto Fassaugh Avenue and the provision of a vehicle set down in front of the four/ five storey building; An Appropriate Assessment (AA) Screening Report and a Flood Risk Assessment have been prepared in respect of the proposed development. **Distance:** adjacent to the DART+ West development boundary.	**Population – Construction:** Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will increase capacity and frequency of DART services at Broombridge station, improving public transport services, therefore having a positive cumulative effect during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of respective EIARs Population chapter and the Construction Traffic Management Plans (CTMPs) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long term effects.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Hydrology/Water Chapters of the respective EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Imperceptible.
		Land and soils - Construction: There is potential for the generation of waste material from both projects. **Land and soils – Operation:** Potential that previously contaminated lands will be remediated/ removed from the sites leading to positive cumulative effects to land and soils.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation have been developed in the EIAR for the DART+ West project to manage the movement of materials to and from the construction sites. **Land and soils – Operation:** No mitigation required.	**Land and Soil – Construction:** negative, imperceptible to slight and short-term effects.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology/Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hydrogeology – Operation: No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the DART+ West project's EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the DART+ West project's EIAR and the CEMP will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects **Noise – Operation:** No mitigation required.	**Noise and Vibration – Construction:** negative, slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual - Construction: Both developments are located in an urban area of Hansfield SDZ currently undergoing development. Cumulative significant effects on the townscape / landscape character are not likely**.** Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects on the Royal Canal Conservation Area should the construction phases overlap. **Landscape and Visual – Operation:** not significant.	**Landscape and Visual - Construction:** Mitigation proposed in the DART+ West project's EIAR Landscape and Visual will be implemented to address potential cumulative effects to landscape and visual. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight, short-term. **Landscape and Visual – Operation:** not significant.
		Agri / Non Agri Land take: This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West Project. No significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term.
		Archaeology, Architecture and Cultural Heritage: Both developments are located in an urban area subject to extensive redevelopment. No significant cumulative effects are likely to occur on archaeology, architecture and cultural heritage from the construction and operation of these developments.	**Archaeology, Architecture and Cultural Heritage:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage:** not significant.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health - Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All Mitigation measures proposed as part of the DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health-Construction:** negative, slight, short-term. **Human Health-Operation:** Not significant
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Bindford Limited **Local Authority**: Dublin City Council	Planning permission was granted to Bindford Limited (DCC reg no. SHD0004/21 / ABP reference: TA29N.309345-21) for a development at Old Bakery Site, also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough, Dublin 7. The site is	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction.	**Traffic and Transport – Construction:** Negative, slight and short-term effects **Traffic and Transport – Operation:** Positive,

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Planning Application ref: DCC reg no. SHD0004/21 & ABP reference: TA29N.309345-21 **Location:** Old Bakery Site, also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough, Dublin 7. **Status:** Planning permission was granted in May 2021. At the time of writing, construction has not commenced. Construction duration is approx. 24 months as defined by the applicant.	bounded by the Royal Canal Conservation Area to the North, the Phibsborough Road and the former mill, a protected structure (RPS Ref: 6732) to the East. The development will consist of the demolition of the existing buildings on site and the construction of a Build to Rent (BTR) residential scheme comprising 205 no. apartments within 3 no. blocks ranging in height up to 12 storeys. A new café/ retail unit area, and public plaza to the east of the site. Provision of 29 no. car parking spaces (20 no. at basement and 9 no. at surface); 272 no. residential bicycle parking spaces along with a further 72 no. visitor surface parking spaces. Vehicular and pedestrian connection via Phibsborough Road with two additional pedestrian accesses to be provided along the Royal Canal to the north (necessitating alterations to the existing boundary wall). All associated site development works and services provisions including bin storage areas, substations, plant rooms, boundary treatments and landscaping. A Natura Impact Statement has been prepared in respect of the proposed development. An Ecological Impact Assessment and Environmental Impact Assessment (EIA) Screening Report have also been prepared in respect of the proposed development. **Distance:** c.20m south of development	**Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Operation:** No mitigation required.	significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will improve capacity and frequency of rail services at Drumcondra Station, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West project's EIAR will address the potential impacts to water quality. Mitigation measures proposed in the Natura Impact Statement and Ecological Impact Assessment prepared in respect of the development will also address the potential impacts to biodiversity. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and soils - Construction: There is potential for the generation of waste material from both projects. **Land and Soils – Operation:** No significant cumulative effects are likely to occur to land and soils from the operation of these developments.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the proposed DART+ West project. A Construction, Demolition & Environmental Waste Management plan has also been developed in respect of the development. Mitigation have been developed in the EIAR for the DART+ West Project to manage the movement of materials to and from the construction sites.	**Land and Soil – Construction:** negative, imperceptible to slight and short-term effects.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution	**Hydrology – Construction:** negative, not significant and short-term effects.

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

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Landscape and Visual - Construction: Both developments are located in an urban area. Cumulative significant effects on the townscape / landscape character are not likely. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects on the Royal Canal Conservation Area should the construction phases overlap. **Landscape and Visual – Operation:** No significant cumulative effects are likely to occur to landscape and visual from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term **Landscape and Visual – Operation:** not significant.
		Agri / Non-Agri land take: Not applicable - development outside of the agri / non-agri land take cumulative assessment study area.	**Agri / Non -Agri land take:** Not applicable.	**Agri / Non-Agri land take:** Not applicable.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. A Construction Demolition and Environmental Waste Management Plan has been developed in respect of the development. Mitigation have been prepared for the DART+ West Project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term. **Material Assets – Waste Management – Construction:** imperceptible.
		Archaeology, Architecture and Cultural Heritage - Construction: This development does not propose any works to built heritage features of significance, however indirect effects are likely to an adjacent protected structure. Cumulative effects are likely to occur on archaeology, architecture and cultural heritage from the construction phase these developments. **Archaeology, Architecture and Cultural Heritage – Operation:** The Architectural Heritage Impact Assessment for this development concluded that no adverse effects are likely on the setting of the adjacent protected structure or the Royal Canal Conservation Area. No significant cumulative effects are likely to occur on archaeology, architecture and cultural heritage from	**Archaeology, Architecture and Cultural Heritage:** All mitigation measures proposed as part of the DART+ West project's Archaeology, Architecture and Cultural Heritage EIAR Chapter will reduce the cumulative effects. **Archaeology, Architecture and Cultural Heritage – Operation:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage - Construction:** negative, slight, short-term. **Archaeology, Architecture and Cultural Heritage - Operation:** not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		the operation of this developments with the proposed DART+ West Project.		
		Human Health - Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health - Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All mitigation measures proposed as part of the DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health-Construction:** negative, slight, short-term. **Human Health-Operation:** Not significant.
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Birkey Limited **Local Authority:** Dublin City Council **Planning Application ref:** DCC reg no. SHD0032/21 & ABP Reference: TA29N.312352 **Location:** No. 146A and Nos. 148-148A, Richmond Road, Dublin 3. **Status:** Decision is pending with regards to this planning application. Construction duration is not defined by the applicant.	A request for a planning permission was submitted by Birkey Limited (DCC reg no. SHD0032/21 / ABP Reference: TA29N.312352) for a development at No. 146A and Nos. 148-148A, Richmond Road, Dublin 3. The proposed development will principally consist of the demolition of all existing structures on site (c. 2,346 sq. m) including warehouses and 2 No. dwellings; and the construction of a part 6 No. to part 10 No. storey over basement development (with roof level telecommunications infrastructure over), comprising 1 No. café/retail unit (157 sq. m) at ground floor level and 183 No. Build-to-Rent apartments (104 No. one bedroom units and 79 No. two bedroom units). The proposed development has a gross floor area of c. 16,366 sq. m over a basement of c. 2,729 sq. m. The proposed development has a gross floor space of c. 15,689 sq. m. The development also includes the construction of a new c. 126 No. metre long section of flood wall to the River Tolka along the site's southern boundary. The new flood wall is positioned at the top of the existing river bank and will connect	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Drumcondra station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will improve capacity and frequency of rail services at Drumcondra Station, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	to existing constructed sections of flood wall upstream and downstream of the site. The top of the wall will be set at the required flood defence level resulting in typical wall heights of c. 1.2 to 2 metres above existing ground levels. The development will also include the repair and maintenance of the existing river wall on site adjacent to the River Tolka. A Natura Impact Statement (NIS) has been prepared in respect of the proposed development. An Ecological Impact Assessment and an Environmental Impact Assessment (EIA) Screening Report have also been prepared in respect of the proposed development. A Flood Risk Assessment has also been prepared in respect of the development. **Distance:** c.360m north of development boundary	**Biodiversity:** In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West project's EIAR will address the potential impacts to water quality. Mitigation measures proposed in the Natura Impact Statement and Ecological Impact Assessment prepared in respect of the development will also address the potential impacts to biodiversity. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and Soil: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and Soil:** Not applicable.	**Land and Soil:** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Mitigation measures proposed in the Natura Impact Statement and Ecological Impact Assessment prepared in respect of the development will also address the potential impacts to surface water quality. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology/Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Not applicable – this development is outside of the cumulative assessment study area for air quality.	**Air quality:** Not applicable.	**Air quality:** Not applicable.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Climate – Operation: It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.		**Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration –** Not applicable.
		Landscape and Visual: Not applicable – this development is outside of the cumulative assessment study area for landscape and visual.	**Landscape and Visual:** Not applicable.	**Landscape and Visual:** Not applicable.
		Agri / Non-Agri land take: Not applicable – this development is outside of the agri / non-agri land take cumulative assessment study area.	**Agri / Non -Agri land take:** Not applicable.	**Agri / Non-Agri land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets – utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West Project. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. A Construction & Demolition Resource & Waste Management plan has been developed in respect of the development. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term. **Material Assets – Waste Management – Construction:** imperceptible.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside the cumulative assessment study area for archaeology, architecture and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.
		EMC & Stray Current: Not applicable – this development is outside of the cumulative assessment study area for EMC & Stray Current.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Applicant: Ruirside Developments **Local Authority**: Dublin City Council **Planning Application ref:** EIA Portal ID 2020109, DCC reg no. SHD0016/20 & ABP ref no. TA29N.307656 **Location:** Rathborne Avenue, Pelletstown, Ashtown, Dublin 15 **Status:** Planning permission was granted in Nov 2020. At the time of writing construction has not commenced. Construction phase is approx. 36 months as defined by the applicant.	Planning permission was granted for a Strategic Housing Development at Rathborne Avenue, Pelletstown, Ashtown, Dublin 15 which will consist of a mixed-use (residential and commercial) scheme, including 725no. dwellings (107no. studio units, 226no. 1-bed units, 376no. 2-bed units and 16no. 3-bed units), a licenced discount foodstore (c. 2,549 sq.m gross floor area), a café/ restaurant unit (c.199 sq. m gross floor area) and a creche facility (c. 724 sq.m gross floor area), ancillary residents amenity space (c. 394 sq. m gross floor area) all accommodated in 6no. blocks ranging in height from 2 to 14 storeys (when viewed from Rathborne Avenue) (1 to 13 storeys at the Canal side) and incorporating an undercroft level beneath all blocks. An Environmental Impact Assessment Report (EIAR) has been prepared in respect of the proposed development. A Natura Impact Statement also accompanies this application. A Flood Risk Assessment has been prepared in respect of the proposed development. **Distance:** c.20m south of the proposed development	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Ashtown station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of the increased construction traffic, local accessibility and the closure of Ashtown level crossing. Both developments will create employment opportunities during construction phase, having a positive impact on economy. **Population – Operation:** The proposed DART+ West project will increase capacity and frequency of DART services at the existing Ashtown Station, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect on communities during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of respective EIARs Population Chapter will reduce the potential cumulative impacts on the population during construction. The implementation of the mitigation measures proposed as part of respective Construction Traffic Management Plans will also reduce the potential for cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects. Positive, significant, and long-term effects.
		Biodiversity - Construction: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Mitigation measures proposed in the respective EIARs and NISs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and soils - Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West Project will require extensive excavation works, the material will be reused as far as possible. **Land and soils – Operation:** Potential that previously contaminated lands will be remediated/ removed from the sites leading to positive cumulative effects to land and soils.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared for both developments. Mitigation measures proposed in the Land and Soils Chapters of the respective EIARs will be implemented to reduce the potential for cumulative impacts on the population during construction. Mitigation measures have been prepared for the DART+ West Project to manage materials to and from the development sites. **Land and soils – Operation:** No mitigation required.	**Land and Soil – Construction:** negative, imperceptible to slight and short-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hydrology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology – Construction:** Mitigation measures proposed in the Biodiversity and Hydrology/Water of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Mitigation measures proposed in the respective NISs will also reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrology – Operation:** No mitigation required.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology/Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and the DART+ West CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Construction**: **Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the respective EIARs and the CEMPs will be implemented to reduce the cumulative noise and vibration effects at sensitive receptors. **Noise – Operation:** No mitigation required.	**Noise and Vibration – Construction:** negative, slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual - Construction: Both developments are located at the emerging urban area of Ashtown / Pelletstown LAP currently undergoing development. Cumulative significant effects on the townscape / landscape character are not likely. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects on the Royal Canal Conservation Area should the construction phases overlap. **Landscape and Visual – Operation:** Positive landscape and visual cumulative effects are likely to occur from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual – Operation:** positive, long-term effects.
		Agri / Non Agri Land take: This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West Project. No significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** not significant
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West Project will require extensive excavation the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared in respect of the DART+ West project. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** no mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term. **Material Assets – Waste Management – Operation:** imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Archaeology, Architecture and Cultural Heritage – Construction: This development does not propose any works to built heritage features of significance. The footprint of this development and sections of the DART+ West Project are located on a greenfield site. There is potential for disturbances to unknown archaeological features of importance during construction. **Archaeology, Architecture and Cultural Heritage - Operation:** No significant cumulative effects are likely to occur to archaeology, architecture and cultural heritage from the operation of these developments.	**Archaeology, Architecture and Cultural Heritage - Construction:** All mitigation measures proposed as part of the Architectural, Archaeology and Cultural Heritage Chapters in respective EIARs will be implemented to address potential cumulative effects to archaeology, architecture, and cultural heritage. **Archaeology, Architecture and Cultural Heritage - Operation:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage - Construction:** not significant. **Archaeology, Architecture and Cultural Heritage - Operation:** imperceptible.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All mitigation measures proposed as part of the respective EIARs DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects to human health. **Human Health- Operation:** No mitigation required	
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Castlethorn Construction Unlimited **Local Authority**: Dublin City Council **Planning Application ref:** DCC reg no. SHD0003/21 & ABP Ref TA29N.309318	Planning permission was granted to Castlethorn Construction Unlimited (DCC reg no. SHD0003/21 / ABP Ref TA29N.309318) for a development at Rathborne Avenue, Pelletstown, Ashtown, Dublin 15. The proposed development will consist of the demolition of the former marketing suite building and prefab building (previously used on a temporary basis as a school); and ESB Minipillar. 169no. residential units (9no. 1-bed, 78no. 2-bed and 12no. 3-bed apartments; 5no. 2-bed and 65no. 3-bed	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West Project will improve public transport services by increasing the frequency and capacity of rail services at Ashtown station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Location: Rathborne Avenue, Pelletstown, Ashtown, Dublin 15. **Status**: Planning permission was granted in May 2021. At the time of writing, the construction for this development has not commenced. Construction duration is approx. 30 months as defined by the applicant.	duplexes) and internal residents' amenity spaces (c. 301.7sqm), accommodated in 2no. buildings ranging in height from 4 to 10 storeys. The development proposal will also include a childcare facility of c. 221.9 sqm. Provision of all associated and ancillary site development, landscaping and boundary treatment works. An Appropriate Assessment (AA) Screening Report and an Ecological Impact Assessment have been prepared in respect of the proposed development. **Distance:** c.130m north of development boundary	**Population – Construction:** Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Ashtown station, improving the connection and accessibility of the development to public transport services.	**Population - Construction:** The implementation of the mitigation measures proposed as part of respective EIARs Population Chapter and the Construction Traffic Management Plans (CTMPs) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long term effects.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Hydrology/Water Chapters of the respective EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and soils: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils:** Not applicable.	**Land and soils:** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Water Chapters of the DART+ West project's EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Air quality: Construction: Should the construction phases overlap**,** and due to the proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the DART+ West project's EIAR and outlined in the respective CEMPs will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
		Landscape and Visual - Construction: Both developments are located at the emerging urban area of Ashtown / Pelletstown LAP currently undergoing development. Cumulative significant effects on the townscape / landscape character are not likely. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects on the Royal Canal Conservation Area should the construction phases overlap. **Landscape and Visual – Operation:** Positive landscape and visual cumulative effects are likely to occur from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual – Operation:** positive, long-term effects.
		Agri / Non-Agri land take: Not applicable – this development is outside of the agri / non-agri land take cumulative assessment study area.	**Agri / Non -Agri land take:** Not applicable.	**Agri / Non-Agri land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets – utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared in respect of the DART+ West project.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	A CDWMP has also been prepared in respect of the proposed development. Mitigation measures have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside the cumulative assessment study area for archaeology, architecture, and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.
		EMC & Stray Current: Not applicable – this development is outside of the cumulative assessment study area for EMC & Stray Current.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.

Table 26-7 Tier 3 Projects within the functional area of Fingal County Council

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Applicant: Bartra Property (Porterstown) Ltd **Local Authority**: Fingal County Council **Planning Application ref**: ABP case ref ABP-312190-21 & FCC Planning ref no. FW21A/0171 **Location:** Site at Porterstown Road, Porterstown, Dublin 15, D15 Y95T. **Status:** The planning application was refused by Fingal Co. Co. and is currently on Appeal with An Bord Pleanala. Construction duration is approx. 18-24 months as defined by the applicant.	Planning permission was submitted by to Bartra Property (Porterstown) Ltd for the demolition of a vacant dwelling and outbuildings (207 sqm), and the construction of 99 no. apartments (46 no. one bedroom and 53 no. two bedroom apartments) in a 5 no. storey block (7,548 sq.m.) at site along Porterstown Road, Porterstown, Dublin 15. An Appropriate Assessment (AA) Screening Report, an Ecological Impact Assessment Report and an Environmental Impact Assessment (EIA) Screening Report have been prepared in respect of the proposed development. **Distance:** 0m north of development	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Coolmine station and Clonsilla station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight and short-term effects **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Coolmine station and Clonsilla station, improving the connection and accessibility of the development to public transport services.	**Population - Construction:** The implementation of the mitigation measures proposed as part of DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plans (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long term effects
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West project's EIAR will address the potential impacts to water quality. Mitigation measures proposed in the Ecological Impact Assessment Report prepared in respect of the development will also be implemented to address the potential impacts to water quality and biodiversity. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and soils - Construction: There is potential for the generation of waste material from both projects. **Land and soils - Operation:** No significant cumulative effects are likely to occur to land and soils from the operation of these developments.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project.	**Land and Soil – Construction:** negative, imperceptible to slight and short-term effects. **Land and Soils – Operation:** imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
			Mitigation have been developed in the EIAR for the DART+ West project to manage the movement of materials to and from the construction sites. **Land and Soils – Operation:** No mitigation required.	
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Mitigation measures proposed in the Ecological Impact Assessment Report prepared in respect of the development will also be implemented to address the potential impacts to surface water quality. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Water Chapters of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the DART+ West project's EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars,		
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the DART+ West project's EIAR and the CEMP will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects **Noise – Operation:** No mitigation required.	**Noise and Vibration – Construction:** negative, slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual - Construction: Both developments are located at the emerging urban area at Porterstown currently undergoing development. Cumulative significant effects on the townscape / landscape character are not likely. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects on the Royal Canal Conservation Area should the construction phases overlap. **Landscape and Visual - Operation:** No significant cumulative effects are likely to occur to landscape and visual from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter in the EIAR for the DART+ West project will reduce the potential visual impacts. **Landscape and Visual - Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight, short-term. **Landscape and Visual – Operation:** not significant.
		Agri / Non Agri Land take: This development's boundary is adjacent to the temporary and permanent land take of the proposed DART+ West project.	**Agri / Non Agri Land take:** CIÉ will continue to consult with and collaborate constructively with Bartra Property (Porterstown) Ltd during the detailed design to avoid, reduce and mitigate potential negative cumulative impacts. Consultations will also be carried out at construction stage to reduce any cumulative effects from the construction programmes of both projects on material assets.	**Agri / Non Agri Land take:** not significant.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation have been prepared for the DART+ West Project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term**.**

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Archaeology, Architecture and Cultural Heritage: Both developments are located in an urban area subject to extensive development. No significant cumulative effects are likely to occur on archaeology, architecture and cultural heritage from the construction and operation of these developments.	**Archaeology, Architecture and Cultural Heritage:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage:** not significant.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health.	**Human Health- Construction:** All Mitigation measures proposed as part of the DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health-Construction:** negative, slight, short-term. **Human Health-Operation:** Not significant
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: La Vista Ltd. & E.P. Lynam Properties Ltd. **Local Authority:** Fingal County Council **Planning Application ref:** FCC planning ref no: FW16A/0176 ABP case no. PL06F.249188 **Location:** Lands bounded by Clonsilla Road to the south, Clonsilla Link Road to the east and the residential development of Portersgate, to the west, Clonsilla, Dublin 15.	Planning permission was granted to La Vista Ltd. & E.P. Lynam Properties Ltd. for or a mixed use development on lands bounded by Clonsilla Road to the south, Clonsilla Link Road to the east and the residential development of Portersgate to the west, Clonsilla, Dublin 15. The development will consist of the provision of 103 no. residential units and a local neighbourhood centre. The development comprises: (1) The construction of 67 no. two storey residential dwellings (45 no. 3 bed & 22 no. 4 bed dwellings) all with 2 no. car parking spaces, (2) 2 no. three storey apartment blocks comprising 36 apartments (12 no. 1 bed and 24 no. 2 bed apartment units) with 40 no. car parking spaces, 36 bicycle spaces and bin store, (3) 1 no. two storey commercial unit comprising 1,288 sq.m of retail convenience food store including off licence and ancillary services at ground floor; offices at first floor with associated elevational signage, (4) 1 no. single storey structure comprising 1 no. café and 1 no. retail unit with associated elevational signage, (5) 82 no. car	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Clonsilla station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:**	**Traffic and Transport – Construction:** Negative, slight and short-term effects **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will increase the frequency and capacity of the DART service at Clonsilla DART station which is located in close proximity to the development, thus improving the connection and accessibility of the development to public	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Status: Planning permission was granted in Jan 2018. Construction duration is not defined by the applicant.	parking spaces and 2 no. motorbike spaces to serve commercial development, (6) construction of new vehicular access and pedestrian access points off the Clonsilla Link Road, upgrade works to Clonsilla Road to include footpath and cycle lane, (7) landscaping, boundary treatments and 1 no. playground, (8) 1 no. ESB substation, (9) engineering and all site development works necessary to facilitate the development. An Appropriate Assessment (AA) Screening Report has been prepared in respect of the proposed development. **Distance:** c.80m north of the development	transport services, having a positive cumulative effect during operation.		
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Hydrology/Water Chapters of the respective EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and Soil: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and Soil:** Not applicable.	**Land and Soil:** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Water Chapters of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West project's EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the DART+ West project's EIAR and outlined in the DART+ West project's CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Climate – Operation: It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.		**Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the DART+ West project's EIAR and CEMP will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects **Noise – Operation:** No mitigation required.	**Noise and Vibration – Construction:** negative, slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual - Construction: Both developments are located in an urban area. Cumulative significant effects on the townscape / landscape character are not likely. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects on the Royal Canal Conservation Area should the construction phases overlap. **Landscape and Visual - Operation:** No significant cumulative effects are likely to occur to landscape and visual from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter in the EIAR for the DART+ West project will reduce the potential visual impacts. **Landscape and Visual - Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight, short-term. **Landscape and Visual – Operation:** not significant.
		Agri / Non-Agri land take: Not applicable – this development is outside of the agri / non-agri land take cumulative assessment study area.	**Agri / Non -Agri land take:** Not applicable.	**Agri / Non-Agri land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets – utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. A Waste Management Statement for Demolition, Construction and Operation has also been prepared in respect of the development. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** A Waste Management Statement for Demolition,	**Material Assets – Waste Management – Construction:** negative, not significant, short-term.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
			Construction and Operation has also been prepared in respect of the development.	
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside the cumulative assessment study area for archaeology, architecture and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health.	**Human Health- Construction:** All Mitigation measures proposed as part of the respective EIARs DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health-Construction:** negative, slight, short-term. **Human Health-Operation:** Not significant.
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Garlandbrook Ltd. **Local Authority:** Fingal County Council **Planning Application ref**: EIA Portal: HD025 & FCC Ref no. FW18A/0110 **Location:** Zone 7 'Railway', Hansfield Strategic Development Zone, Barberstown, Hansfield, Dublin 15. **Status:** Planning permission was granted in May 2019. At the time of writing, the construction for this development has commenced.	Planning permission was granted for a Strategic Housing Development was submitted by Garlandbrook Ltd. in 2018 (Planning ref no. FW18A/0110) for a residential development consisting of 618 no. apartments, comprised of 56 no. 1 bed apartments, 513 no. 2 bed apartments and 49 no. 3 bed apartments, crèche and 3 no. retail/commercial units, all accommodated in 10 no. blocks. access to the development will be via roads permitted under Reg. Refs FW16A/0123 & FW17A/0078 to the north/north-east and from Station Road to the west. The proposed development also includes for all associated site development works, car parking (at surface (197 no. spaces) and basement (538 no. spaces) levels), hard and soft landscaping, open spaces, public lighting, foul and surface water drainage / attenuation and water supply. The proposed development is located on lands within the boundaries of Hansfield Strategic Development Zone as defined by Statutory Instrument No. 273 of 2001.	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West Project will improve public transport services by increasing the frequency and capacity of rail services at Hansfield station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West Project will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:**	**Traffic and Transport – Construction:** Negative, slight and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will increase capacity and frequency of DART services at Hansfield DART station next to this development, improving the connection and accessibility	**Population - Construction:** The implementation of the mitigation measures proposed as part of respective EIARs Population Chapter and the DART+ West project's Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Construction duration is approx. 3.5 - 4 years as defined by the applicant.	An Environmental Impact Assessment Report (EIAR) and an Appropriate Assessment (AA) Screening Report has been prepared in respect of the proposed development. **Distance:** c.10m north of development	of the development to public transport services, having a positive cumulative effect during operation.		
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Hydrology/Water Chapters of the respective EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and soils - Construction: There is potential for the generation of waste material from both projects. **Land and soils – Operation:** Not significant.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared in respect of the DART+ West project. Mitigation measures proposed in the Land and Soil Chapters of the respective EIARs will address the potential impacts to land and soils. A Construction Demolition Waste Management Plan has also been prepared in respect of the development. Mitigation have been developed in the EIAR for the DART+ West project to manage the movement of materials to and from the construction sites. **Land and soils – Operation:** No mitigation required.	**Land and Soil – Construction:** negative, imperceptible to slight and short-term effects. **Land and Soil – Operation:** Not significant.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology/Water of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology/Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the respective EIARs and the CEMPs will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects **Noise – Operation:** No mitigation required.	**Noise and Vibration – Construction:** negative, slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual - Construction: Both developments are located at the emerging urban area of Hansfield SDZ currently undergoing development. Cumulative significant effects on the townscape / landscape character are not likely. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects on the Royal Canal Conservation Area should the construction phases overlap. **Landscape and Visual – Operation:** Positive landscape and visual cumulative effects are likely to occur from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual – Operation:** positive, long-term effects.
		Agri / Non Agri Land take: This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West Project. No significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. Mitigation measures proposed in the Material Assets – Waste Management chapters of the respective EIARS will address potential cumulative effects to material assets – waste. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term.
		Archaeology, Architecture and Cultural Heritage: Both developments are located in an urban area subject to extensive development. No significant cumulative effects are likely to occur on archaeology, architecture and cultural heritage from the construction and operation of these developments.	**Archaeology, Architecture and Cultural Heritage:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage:** not significant.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All Mitigation measures proposed as part of the respective EIARs DART+ West and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** negative, slight, short-term. **Human Health- Operation:** Not significant
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Garlandbrook Ltd. **Local Authority:** Fingal County Council	Planning permission was granted for a Strategic Housing Development for a residential development consisting of 95 no. dwellings, on a site area of 1.475ha, being part of Zone 6 "Canal" of the Hansfield Strategic Development Zone Planning Scheme 2006. The proposed development is located on a site north of the Royal Canal and the Dublin to	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West Project will improve public transport	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction.	**Traffic and Transport – Construction:** Negative, slight and short-term effects **Traffic and Transport – Operation:** Positive, significant, and long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Planning Application ref: FCC Planning ref no. FW18A/0021 **Location:** Zone 6 of Hansfield Strategic Development Zone (SDZ) North of the Royal Canal & Dublin, to Dunboyne Rail Line, West of St. Josephs Hospital, South of Ongar Road, & a permitted development known as Hansfield Wood, in townland of Barberstown **Status:** Planning permission was granted in May 2018. At the time of writing, construction has commenced. Construction duration is not defined by the applicant.	Dunboyne rail line, south of Ongar Road and of a permitted development, known as Hansfield Wood under Reg. Ref. FW16A/0123, and south-west of St. Joseph's Hospital. An Appropriate Assessment Screening Report was submitted as part of the application. The Screening Report concluded that *"no significant negative effects are likely to occur to the integrity of Natura 2000 sites within the zone of influence of the project. There will be no measurable negative impacts upon Annex II species. There will be a loss of feeding and commuting for bats and badgers that can be partially mitigated by planting along the southern boundary to provide a commuting corridor to create access to west and east of the site and to connect with the Royal Canal".* A Site-Specific Flood Risk Assessment has been prepared in respect of the development. **Distance:** c.10m north of the proposed development	services by increasing the frequency and capacity of rail services at Hansfield station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Operation:** No mitigation required.	
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West Project will increase capacity and frequency of rail services in Hansfield Station, which is located within close proximity of this development, thus improving the connection and accessibility of the development to public transport services, having a positive cumulative effect during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long term effects.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West project's EIAR will address the potential impacts to water quality. Mitigation measures proposed in the AA Screening report prepared in respect of the development will also be implemented to address the potential impacts to biodiversity.	**Biodiversity:** Not significant.
		Land and soils - Construction: There is potential for the generation of waste material from both projects. **Land and soils – Operation:** No significant cumulative effects are likely to occur to land and soils from the operation of these developments.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West Project. Mitigation measures have been developed in the EIAR for the DART+ West project to manage the movement of materials to and from the construction sites. **Land and soils – Operation:** No mitigation required.	**Land and Soil – Construction:** negative, imperceptible and short-term effects.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.

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

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		on the Royal Canal Conservation Area should the construction phases overlap. **Landscape and Visual – Operation:** Positive landscape and visual cumulative effects are likely to occur from the operation of these developments.		
		Agri / Non Agri Land take: This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West Project. No significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term.
		Archaeology, Architecture and Cultural Heritage: Both developments are located in an urban area subject to extensive development. No significant cumulative effects are likely to occur on archaeology, architecture and cultural heritage from the construction and operation of these developments.	**Archaeology, Architecture and Cultural Heritage:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage:** not significant.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All Mitigation measures proposed as part of the DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects. The conditions outlined in the Environmental Health Report for the development will also be implemented and will avoid cumulative human health effects. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** negative, slight, short-term. **Human Health- Operation:** Not significant

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Garlandbrook Ltd. **Local Authority:** Fingal County Council **Planning Application ref:** FCC Planning ref no. FW20A/0059 **Location:** Zone 7 "Railway", Hansfield Strategic Development Zone Planning Scheme 2006, Barberstown, Dublin 15. **Status:** At the time of writing, construction has commenced. Construction duration is not defined by the applicant.	Planning permission was granted for circa 0.55 ha, being part of Zone 7 Railway of the Hansfield Strategic Development Zone Planning Scheme 2006 in the townland of Barberstown, Hansfield, Dublin 15. The proposed development is located to the north of the Royal Canal and the Dublin to Dunboyne rail line. The proposed development consists of 83 no. dwellings in 2 no. 5 & 6 storey blocks (Blocks L&K) over basement level carparking. Block K is a 5 storey building consisting of 35 no. dwellings comprised of 15 no. 1 bed & 20 no. 2 bed apartments. Block L is a 6 storey building consisting of 48 no. 2 bed apartments. The proposed development also includes for basement level carparking measuring circa 3,305m2 consisting of 97 no. car parking spaces (including for 4 no. disabled parking spaces) bin store and plant room. Access to the proposed development will be from Station Road to the west and Park Walk Road to the north via the internal road network granted under Reg.Ref. FW18A/0110. Screening for Appropriate Assessment was carried out concluding that the "significant effects to the Natura 2000 network are not likely to arise, either alone or in combination with other plans or projects". **Distance:** c. 100m north of the development	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Hansfield station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will increase capacity and frequency of rail services in Hansfield Station, which is located within close proximity of this development, thus improving the connection and accessibility of the development to public transport services, having a positive cumulative effect during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plans (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long term effects.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Hydrology/Water Chapters of the respective EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and Soil: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils:** Not applicable.	**Land and soils:** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring.	**Hydrology – Construction:** negative, not significant and shorter effects.

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

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

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Hansfield Investments Ltd. **Planning Application ref:** FCC Planning ref no. FW18A/0197 **Local Authority:** Fingal County Council **Location:** Lands at Hansfield, Dublin 15, being part of Zone 7 'Railway', of the Hansfield Strategic Development Zone Planning Scheme 2006., The site is bunded by Station Road, to the East, Barnwell Grove and, Barnwell Heath to the North, and M3 Parkway Railway Inn **Status:** Planning permission was granted in July 2019. At the time of writing, construction has commenced. Construction duration is not Defined by the applicant.	Planning permission was granted to Hansfield Investments Ltd for 200 dwellings on a site at Hansfield, Dublin 15, being part of Zone 7 'Railway' of the Hansfield Strategic Development Zone Planning Scheme 2006. The site is bounded by Station Road to the east, Barnwell Grove and Barnwell Heath to the north and the M3 Parkway railway line to the south. The proposed development consists of the construction of 117 no. family houses comprising 101 no. two storey three-bedroom houses, 15 no. two storey four-bedroom houses and 1 no. three storey four-bedroom house and 83 no. apartments, comprising 29 no. 1 bedroom apartments and 54 no. 2 bedroom apartments. The apartments are arranged in 3 blocks ranging in height from 3 storeys plus penthouse to 4 storeys plus penthouse. The development includes the construction of a foul water pumping station, all associated site works and infrastructure including landscaped open space, internal roads, paths, public lighting, utilities, drainage and surface water attenuation. The development is wholly on lands within the boundaries of Hansfield Strategic Development Zone as defined by Statutory Instrument No. 273 of 2001. Screening for Appropriate Assessment (AA) was undertaken for the application concluding that "*significant effects to the Natura 2000 network are not likely to arise, either alone or in combination with other plans and projects*". **Distance:** Adjacent to the DART+ West development boundary.	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West project will improve public transport services by increasing the frequency and capacity of rail services at Hansfield station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight and short-term effects **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will increase capacity and frequency of rail services in Hansfield Station, which is located within close proximity of this development, thus improving the connection and accessibility of the development to public transport services, having a positive cumulative effect during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plans (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.
		Biodiversity - Construction: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity. **Biodiversity – Operation:** Not significant.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West project's EIAR will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not significant.
		Land and soils - Construction: There is potential for the generation of waste material from both projects. **Land and soils – Operation:** Not significant.	**Land and soils - Construction:** Mitigation measures proposed in the Land and Soil Chapters of the respective EIARs will address the potential impacts to water quality. **Land and soils – Operation:** No mitigation required.	**Land and Soil – Construction:** negative, imperceptible and short-term effects. **Land and soil – operation:** not significant.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project's	**Hydrology – Construction:** negative,

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

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hansfield SDZ currently undergoing development. Cumulative significant effects on the townscape / landscape character are not likely. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects on the Royal Canal Conservation Area should the construction phases overlap. **Landscape and Visual – Operation:** Positive landscape and visual cumulative effects are likely to occur from the operation of these developments.	Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	slight to moderate, short-term. **Landscape and Visual – Operation:** positive, long-term effects.
		Agri / Non Agri Land take: This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West Project. No significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) has been prepared in respect of the development and the DART+ West Project. A Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management Construction:** negative, not significant, short-term **Material Assets – Waste Management Operation:** imperceptible, long-term
		Archaeology, Architecture and Cultural Heritage: Both developments are located in an urban area subject to extensive development. No significant cumulative effects are likely to occur on archaeology, architecture and cultural heritage from the construction and operation of these developments.	**Archaeology, Architecture and Cultural Heritage:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage:** not significant.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes.	**Human Health- Construction:** All mitigation measures proposed as part of the respective EIARs DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects to human health.	**Human Health-Construction:** negative, slight, short-term. **Human Health-Operation:** Not significant

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	A CEMP has also been prepared in respect of the development. **Human Health- Operation:** No mitigation required	
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Breffni Assets Holdings Ltd. **Local Authority**: Fingal County Council **Planning Applicant ref:** FCC planning ref. F21A/0667 **Location:** Ballyhack, Killsallaghan, Dublin, K67 R984 **Status:** Request for additional information. Construction duration is not defined by the applicant.	Breffni Assets Holdings Ltd. submitted a planning permission in 2021 at Ballyhack, Killsallaghan, Dublin, K67 R984 for the construction of 1 no. new Storage Building (c. 1,643 m2 GFA) and 1 no. Store (357 m2 GFA) to facilitate the storage of plant machinery and maintenance equipment together with associated hard standing areas, hard and soft landscaping works and all associated site and engineering works necessary to facilitate the development. **Distance:** the development site of this project overlaps with the proposed DART+ West project boundary.	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** the proposed DART+ West project is consistent with the existing and proposed activities at this development site. No significant cumulative effects are likely during operation phase.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West Project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight, and short-term effects. **Traffic and Transport – Operation:** imperceptible.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** Not significant.	**Population - Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plans (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Not significant.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West project's EIAR will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and soils - Construction: There is potential for the generation of waste material from both projects. **Land and soils - Operation:** No significant cumulative effects are likely to occur to land and soils from the operation of these developments.	**Land and soils:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation measures have been developed in the EIAR for the DART+ West project to manage the movement of materials to and from the construction sites. **Land and Soils – Operation:** No mitigation required.	**Land and Soil – Construction:** negative, imperceptible to slight and short-term effects. **Land and Soils – Operation:** imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Water Chapters of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects. **Air Quality – Operation:** not significant.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** No significant cumulative effects are likely to occur to climate from the operation of these developments.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: imperceptible.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the DART+ West project's EIAR and the CEMP will be implemented to control noise and vibration effect.	**Noise and Vibration – Construction:** negative, slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Landscape and Visual – Construction: This project and the MSDC site proposed as part of the DART+ West project are located on a site which is already subject to development. Due to the scale and nature of this development, no significant cumulative landscape and visual effects are envisaged should the construction phase overlap with the proposed DART+ West project. **Landscape and Visual – Operation:** No significant cumulative effects are envisaged during the operation phase of both developments.	**Landscape and Visual - Construction:** No mitigation required. **Landscape and Visual - Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, not significant, temporary. **Landscape and Visual – Operation:** imperceptible.
		Agri / Non Agri Land take – Construction: Both developments are located within the confines of the Breffni Group property boundary. No cumulative impacts on agricultural land assets are likely. The DART+ West project proposes to install a temporary Main Storage Distribution Centre (MSDC) site on this property. There are potential impacts on the operation of Breffni Group and in turn on the activities associated with this planning application during construction phase. **Agri / Non Agri Land take – Operation:** the MSDC site proposed as part of the DART+ West project will only be in position for the construction phase. Lands at this location will be reinstated during the operation phase. No significant cumulative effects are likely during operation phase.	**Agri / Non Agri Land take - Construction:** CIÉ will continue to consult with and collaborate constructively with Breffni Assets Holdings Ltd. to avoid, reduce and mitigate potential negative cumulative impacts. Breffni group will be compensated for the partial temporary acquisition of lands in their ownership. **Agri / Non Agri Land take - Operation**: No mitigation required.	**Agri / Non Agri Land take - Construction:** negative, significant, short-term. **Agri / Non Agri Land take - Operation:** Not significant.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. Mitigation have been prepared for the DART+ West Project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** no mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term. **Material Assets – Waste Management – Operation:** imperceptible.
		Archaeology, Architecture and Cultural Heritage – Construction: This project and the MSDC site proposed as part of the DART+ West project are located on a site which is already subject to development.	**Archaeology, Architecture and Cultural Heritage - Construction:** All Mitigation measures proposed as part of the EIAR Archaeology, Architecture and Cultural Heritage Chapter for DART+ West project will be implemented to reduce the cumulative effects to Archaeology, Architecture and Cultural Heritage.	**Archaeology, Architecture and Cultural Heritage - Construction:** negative, slight, short-term.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Archaeology, Architecture and Cultural Heritage – Operation: No significant cumulative effects are likely to occur to archaeology, architecture and cultural heritage from the operation of these developments	**Archaeology, Architecture and Cultural Heritage – Operation:** No mitigation required	**Archaeology, Architecture and Cultural Heritage - Operation:** not significant.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All mitigation measures proposed as part of the respective DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** negative, slight, short-term. **Human Health- Operation:** Not significant
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.

Table 26-8 Tier 3 Projects within the functional area of Meath County Council

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Applicant: EngineNode Ltd **Local Authority:** Meath County Council **Planning Application ref:** EIA Portal 2019205 & MCC ref (RA191593) **Location: Bracetown & Gunnocks To the North Of Clonee, Co. Meath** **Status:** 10 year Planning permission was granted in June 2020. Construction duration is approx. 5 years as identified by the applicant.	Planning permission was granted for the following to be constructed in a minimum of four phases: The construction of 4 number 2 storey data storage buildings with a combined gross floor area of c. 92, 172 sq.m, associated single storey energy centre with a gross floor area of c. 8,906 sq.m with an ancillary 1 storey MV operations building with part basement with a gross floor area of c. 1,016 sq.m, EngineNode 2 storey offices with a gross floor area of 736 sq.m. The data storage campus shall comprise of the following uses: offices, canteen, computer and associated support areas, electrical component rooms, plant and associated equipment. Each Data Storage building includes for a total of 18 number 21.5 m high back-up generator exhaust flues which are incorporated on to the building facade. The energy centre shall comprise of: gas engines, ancillary plant and associate equipment. Each Data Storage building includes for a total of 18 number 21.5m high back-up generator exhaust flues which are incorporated on to the building facade. The energy centre shall comprise of: gas engines, ancillary plant and associate equipment. The energy centre includes for 4 number 40m high x 5m diameter exhaust flues and a standby diesel generator with a 22m high exhaust flue. An Environmental Impact Assessment Report (EIAR) has been submitted with this application. An Appropriate Assessment (AA) Screening Report has been prepared in respect of the proposed developments. **Distance:** c.540m east of development	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** Not significant.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West Project will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required.	**Traffic and Transport – Construction:** Negative, slight and short-term effects **Traffic and Transport – Operation:** not significant.
	Population: Not applicable – this development is outside of the cumulative assessment study area for population.	**Population:** Not applicable.	**Population:** Not applicable.
	Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Hydrology/Water Chapters of the respective EIARs will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
	Land and soils: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils:** Not applicable.	**Land and soils:** Not applicable.
	Hydrology: Not applicable – this development is outside of the cumulative assessment study area for hydrology.	**Hydrology:** Not applicable.	**Hydrology:** Not applicable.
	Hydrogeology: Not applicable – this development is outside of the cumulative assessment study area for hydrogeology.	**Hydrogeology:** Not applicable.	**Hydrogeology:** Not applicable.
	Air quality: Not applicable – this development is outside of the cumulative assessment study area for air quality.	**Air quality:** Not applicable.	**Air quality:** Not applicable.
	Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** Not significant.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
	Noise and Vibration: Not applicable – this development is outside of the cumulative assessment study area for noise and vibration.	**Noise and Vibration:** Not applicable.	**Noise and Vibration:** Not applicable.
	Landscape and Visual: Not applicable – this development is outside of the cumulative assessment study area for landscape and visual.	**Landscape and Visual:** Not applicable.	**Landscape and Visual:** Not applicable.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Agri / Non-Agri land take: Not applicable – this development is outside of the agri / non-agri land take cumulative assessment study area.	**Agri / Non -Agri land take:** Not applicable.	**Agri / Non-Agri land take:** Not applicable.
		Material Assets – Utilities: Not applicable – this development is outside of the cumulative assessment study area for material assets – utilities.	**Material Assets – Utilities:** Not applicable.	**Material Assets – Utilities:** Not applicable.
		Material Assets – Waste Management: Not applicable – this development is outside of the cumulative assessment study area for material assets – waste management.	**Material Assets – Waste Management:** Not applicable.	**Material Assets – Waste Management** Not applicable.
		Archaeology, Architecture and Cultural Heritage: Not applicable – this development is outside the cumulative assessment study area for archaeology, architecture and cultural heritage.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.	**Archaeology, Architecture and Cultural Heritage:** Not applicable.
		Human Health: Not applicable – this development is outside of the cumulative assessment study area for human health.	**Human Health:** Not applicable.	**Human Health:** Not applicable.
		EMC & Stray Current: Not applicable – this development is outside of the cumulative assessment study area for EMC & Stray Current.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: McGarrell Reilly Homes **Local Authority:** Meath County Council **Planning Application ref:** MCC ref no. RA161443 **Location:** Newtownmoyaghy, Kilcock, Co. Meath. **Status:** A 10 year planning permission was granted in Oct 2017. Construction duration is	Planning permission was granted to McGarrell Reilly Homes (MCC ref no. RA161443) for a development at Newtownmoyaghy townland, Kilcock comprising of 187 no. residential dwellings of 37 no. apartment units and 150 house units comprising of the following mix of unit types: 26no.1 bedroom units; 14no.2 bedroom units; 90 no. 3 bedroom units;53 no.4bedroom units &4 no. 5 bedroom units. The development also includes ancillary public open space including part of a riverside linear park along the Rye Water River, a creche (652GFA sqm), 359 no. ancillary residential car parking spaces & 18no. crèche car parking spaces & all associated infrastructure, development & works. The proposed development is facilitated by and integrates with permitted infrastructure development & works within the administrative area of	**Traffic and Transport - Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** Not significant.	**Traffic and Transport – Construction:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation required**.**	**Traffic and Transport – Construction:** Negative, slight and short-term effects. **Traffic and Transport – Operation:** Not significant.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of the increased construction traffic and local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on economy. **Population – Operation:** No significant cumulative effects are likely to occur from the operation of these developments.	**Population - Construction:** The implementation of the mitigation measures proposed as part of respective EIARs and the Construction Traffic Management Plans, will reduce the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
not defined by the applicant.	Meath County Council permitted by An Bord Pleanala under ABP Ref. PL17.238370(MCC Ref DA/100614) and ABP Ref 17.239375(MCC Ref. DA/100697), & within the administrative area of Kildare County Council under An Bord Pleanala Ref PL09.238818 (KCC Ref 10/571) which development and works are substantially outside the boundaries of this application. The planning application is accompanied by an Environmental Impact Statement (EIS) and a Site-Specific Flood Risk Assessment. Subsequent planning application for revision of layout have been submitted to Meath Co. Co. (planning ref, no. RA200216)). **Distance:** c.40m north of development	**Biodiversity - Construction:** In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity. **Biodiversity – Operation:** No significant cumulative effects are likely to occur from the operation of these developments.	**Biodiversity:** Mitigation measures proposed in the Chapter Biodiversity and Hydrology Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Mitigation measures proposed in Chapter 8 Biodiversity of the in relation to disturbance of fauna during construction will be implemented. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and soils - Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. **Land and soils – Operation:** No significant cumulative effects are likely to occur from the operation of these developments.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared for the DART+ West project. A Construction Demolition & Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) will be implemented in respect of the development. Mitigation measures proposed in the Land and Soils Chapters of the respective EIARs will be implemented to reduce the potential for cumulative impacts on the population during construction. Mitigation measures have been prepared for the DART+ West project to manage materials to and from the development sites. **Land and soils – Operation:** No mitigation required	**Land and Soil – Construction:** negative, imperceptible to slight and short-term effects.
		Hydrology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology – Construction:** Mitigation measures proposed in the Biodiversity and Water of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Mitigation measures proposed in the respective NISs will also reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrology – Operation:** No mitigation required.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology/Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring.	**Hydrogeology – Construction:** negative, slight, short-term.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hydrogeology – Operation: No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Operation:** Not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and will be implemented to mitigate potential cumulative dust impacts. A CEMP has been prepared for the DART+ West project to be implemented which will further reduce the potential for cumulative air quality effects. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate: No significant cumulative effects are predicted during the construction and operation phase of these developments.	**Climate:** No mitigation required at construction or operation phase.	**Climate:** not significant.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration – Operation:** No significant cumulative effects are predicted during the construction phase of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the respective EIARs and the CEMPs will be implemented to reduce the cumulative noise and vibration effects at sensitive receptors. **Noise – Operation:** No mitigation required.	**Noise and Vibration – Construction:** negative, slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual - Construction: Both developments are located within a rural landscape character. Cumulative effects on the landscape character is likely. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects on the Royal Canal and from nearby residential receptors. **Landscape and Visual – Operation:** Although the proposed DART+ West project is located on undesignated lands that are of rural landscape character, this development is located within an area zoned for residential development within the Kilcock Settlement Plan contained within the Meath County Development 2013-2019. Significant cumulative effects on landscape are not likely. The emergence of built up areas are likely to have a negative cumulative visual effect on the Royal Canal Conservation Area.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** Mitigation measures proposed in the Landscape and Visual Chapter of the EIAR for the DART+ West project will reduce the potential visual impacts during operation.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual – Operation:** negative, significant long-term effects.
		Agri / Non Agri Land take: This development is located in lands zoned as 'Phase 1 Residential and complementary uses' within the Kilcock Settlement Plan contained within the Meath County Development 2013-2019.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West Project. No significant cumulative effects are likely during construction or operation.		
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** Mitigation measures from the Material Assets Chapters from the respective EIARs will be implemented to reduce the cumulative effects to utilities.	**Material Assets – Utilities:** not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West project will require extensive excavation works, the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West Project. Mitigation measures have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** no mitigation required.	**Material Assets – Waste Management Construction:** negative, not significant, short-term **Material Assets – Waste Management Operation:** imperceptible.
		Archaeology, Architecture and Cultural Heritage - Construction: This development does not propose any works to built heritage features of significance. The footprint of this development and sections of the DART+ West Project are located on a greenfield site. There is potential for disturbances to unknown archaeological features of importance during construction. **Archaeology, Architecture and Cultural Heritage - Operation:** No significant cumulative effects are likely to occur to archaeology, architecture and cultural heritage from the operation of these developments.	**Archaeology, Architecture and Cultural Heritage - Construction:** All mitigation measures proposed as part of the respective EIAR's will be implemented to address potential cumulative effects to archaeology, architecture, and cultural heritage. **Archaeology, Architecture and Cultural Heritage - Operation:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage - Construction:** negative, slight, short-term. **Archaeology, Architecture and Cultural Heritage - Operation:** imperceptible.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All mitigation measures proposed as part of the respective EIARs, DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects to human health. **Human Health- Operation:** No mitigation required	**Human Health- Construction:** negative, slight, short-term. **Human Health- Operation:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: McGarrell Reilly Homes **Local Authority:** Meath County Council **Planning Application ref:** MCC ref no. RA150205 & ABP case ref: PL17.246141 **Location:** Newtownmoyaghy, Kilcock, Co. Meath. **Status:** A 10 year Planning permission was granted in Jan 2016. Construction duration is not defined by the applicant.	Planning permission was granted to McGarrell Reilly Homes (ABP case ref. PL17.246141 / MCC ref no. RA150205) for a development at Newtownmoyaghy townland, Kilcock which comprises the development of 152 no. new residential dwellings, comprising of 12 x 2 bedroom; 92 x 3 bedroom; 38 x 4 bedroom and 10 x 5 bedroom dwellings together with ancillary public open space provision, including a riverside linear park along the Rye Water River and childcare facility (337 sq.m GFA). The proposed development provides for a total of 304 no. ancillary residential car parking spaces and a further 18 no. ancillary car parking spaces in connection with the creche. The planning application is accompanied by an Environmental Impact Statement (EIS), a Natura Impact Statement (NIS) and a Site Specific Flood Risk Assessment (SSFRA). Significant further information/revised plans submitted on this application. Subsequent planning applications for revision of layout have been submitted to Meath Co. Co. (planning ref, no. RA170429, RA171230, and RA181517). **Distance:** c. 40m north of the development	**Traffic and Transport - Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGV movements on the road network. This could potentially have a negative cumulative effect on traffic and transport. **Traffic and Transport – Operation:** No significant cumulative effects are likely to occur to traffic and transport from the operation of these developments.	**Traffic and Transport:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation measures are required.	**Traffic and Transport - Construction:** Negative, slight and short-term effects. **Traffic and Transport – Operation:** Not significant.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** No significant cumulative effects are likely to occur to population from the operation of these developments.	**Population - Construction:** The implementation of the mitigation measures proposed as part of respective EIARs Population Chapter and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation measures are required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Not significant.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Hydrology Chapters of the respective EIARs will address the potential impacts to water quality. Mitigation measures proposed in the respective Biodiversity Chapters of the EIAR in relation to disturbance of fauna during construction will be implemented. Mitigation measures proposed in the NIS for the DART+ West will address the potential cumulative effects on designated sites from the proposed developments.	**Biodiversity:** negative, slight, and short-term. **Biodiversity:** Not Significant.
		Land and soils - Construction: There is potential for the generation of waste material from both projects. **Land and soils - Operation:** No significant cumulative effects are likely to occur to land and soils from the operation of these developments.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. A CDWMP has also been prepared in respect of the development. Mitigation measures proposed in the Land and Soils chapters of the respective EIARs will also be	**Land and Soil – Construction:** negative, imperceptible to slight and short-term effects. **Land and soils – Operation:** imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
			implemented to address cumulative effects to land and soils. Mitigation have been developed in the EIAR for the DART+ West project to manage the movement of materials to and from the construction sites. **Land and soils – Operation:** No mitigation required.	
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology/Water of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology/Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate: No significant cumulative effects are predicted during the construction and operation phase of these developments.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the respective EIARs and the CEMP prepared in respect of the DART+ West project will be implemented to control noise and	**Noise and Vibration – Construction:** negative, slight to moderate, short-term.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Noise and Vibration: Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	vibration effect. These measures will avoid cumulative negative noise and vibration effects.	**Noise and Vibration – Operation:** Not significant.
		Landscape and Visual - Construction: Both developments are located within a rural landscape character. Cumulative effects on the landscape character is likely. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects on the Royal Canal and from nearby residential receptors. **Landscape and Visual – Operation:** Although the proposed DART+ West project is located on undesignated lands that are of rural landscape character, this development is located within an area zoned for residential development under the Kilcock Settlement Plan/Meath County Development Plan 2013-2019. Significant cumulative effects on landscape are not likely. The emergence of built up areas are likely to have a negative cumulative visual effect on the Royal Canal Conservation Area.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** Mitigation measures proposed in the Landscape and Visual Chapter of the EIAR for the DART+ West project will reduce the potential visual impacts during operation.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual – Operation:** negative, significant long-term effects.
		Agri / Non Agri Land take: The development is consistent with the land use zoning for residential and complementary uses under the Kilcock Settlement Plan/Meath County Development Plan 2013-2019. This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West Project. No significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared for the DART+ West project. A CDWMP has also been prepared in respect of the development. Mitigation measures have been prepared for the DART+ West Project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management Construction:** negative, not significant, short-term **Material Assets – Waste Management Operation:** negative, imperceptible, long-term

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Archaeology, Architecture and Cultural Heritage - Construction: This development does not propose any works to built heritage features of significance. The footprint of this development and sections of the DART+ West project are located on a greenfield site. There is potential for disturbances to unknown archaeological features of importance during construction. **Archaeology, Architecture and Cultural Heritage - Operation:** No significant cumulative effects are likely to occur to archaeology, architecture and cultural heritage from the operation of these developments.	**Archaeology, Architecture and Cultural Heritage - Construction:** All mitigation measures proposed as part of the respective EIAR's will be implemented to address potential cumulative effects to archaeology, architecture, and cultural heritage. **Archaeology, Architecture and Cultural Heritage - Operation:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage - Construction:** negative, slight, short-term. **Archaeology, Architecture and Cultural Heritage - Operation:** imperceptible.
		Human Health - Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health - Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All mitigation measures proposed as part of the respective EIARs and those included in Chapter Human Health Chapters of the respective EIARs and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** negative, slight, short-term. **Human Health- Operation:** Not significant
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: McGarrell Reilly Homes **Local Authority:** Meath County Council **Planning Application ref:** EIA Portal 2022089 & ABP case ref: PL17.246141 **Location:** Newtownmoyaghy, Kilcock Co. Meath W23 N227	Planning permission was submitted to An Bord Pleanala by McGarrell Reilly Homes in May 2022 (EIA Portal 2022089) for a development at Newtownmoyaghy, Kilcock Co. Meath W23 N227 which comprises the development of 530 residential units including 454 houses, 62 duplexes and 14 apartments, a neighbourhood centre, creche, 16 classroom primary school and sports changing facilities, open space, parking and all associated site works. The planning application is accompanied by an Environmental Impact Assessment Report (EIAR), a Natura Impact	**Traffic and Transport - Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGV movements on the road network. This could potentially have a negative cumulative effect on traffic and transport. **Traffic and Transport – Operation:** No significant cumulative effects are likely to occur to traffic and transport from the operation of these developments.	**Traffic and Transport:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport – Operation:** No mitigation measures are required.	**Traffic and Transport - Construction:** Negative, slight and short-term effects. **Traffic and Transport – Operation:** Not significant.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy.	**Population - Construction:** The implementation of the mitigation measures proposed as part of respective EIARs Population Chapter and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on the population during construction.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Status: A planning application was submitted for a 10 year Planning permission. Decision on the application was pending at the time of writing. Construction duration is not defined by the applicant.	Statement (NIS) has also been prepared for this planning application. **Distance:** c. 40m north of the development	**Population – Operation:** No significant cumulative effects are likely to occur to population from the operation of these developments.	**Population - Operation:** No mitigation measures are required.	
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Hydrology/Water Chapters of the respective EIARs will address the potential impacts to water quality. Mitigation measures proposed in the respective Biodiversity Chapters of the EIAR in relation to disturbance of fauna during construction will be implemented. Mitigation measures proposed in the NIS for the DART+ West will address the potential cumulative effects on designated sites from the proposed developments.	**Biodiversity:** negative, slight, and short-term. **Biodiversity:** Not Significant.
		Land and soils - Construction: There is potential for the generation of waste material from both projects. **Land and soils - Operation:** No significant cumulative effects are likely to occur to land and soils from the operation of these developments.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. A CDWMP has also been prepared in respect of the development. Mitigation measures proposed in the Land and Soils chapters of the respective EIARs will also be implemented to address cumulative effects to land and soils. Mitigation have been developed in the EIAR for the DART+ West project to manage the movement of materials to and from the construction sites. **Land and soils – Operation:** No mitigation required.	**Land and Soil – Construction:** negative, imperceptible to slight and short-term effects. **Land and soils – Operation:** imperceptible.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology/Water of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology/Water	**Hydrogeology – Construction:** negative, not

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:**_Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate: No significant cumulative effects are predicted during the construction and operation phase of these developments.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the respective EIARs and the CEMP prepared in respect of the DART+ West project will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects.	**Noise and Vibration – Construction:** negative, slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual - Construction: Both developments are located within a rural landscape character. Cumulative effects on the landscape character is likely. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects on the Royal Canal and from nearby residential receptors. **Landscape and Visual – Operation:** Although the proposed DART+ West Project is located on undesignated lands that are of rural landscape character, this development is located within an area zoned for residential development under the Kilcock Settlement Plan/Meath County Development Plan 2013-2019. Significant cumulative effects on landscape are not likely. The emergence of built up areas are likely to have a negative cumulative visual effect on the Royal Canal Conservation Area.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** Mitigation measures proposed in the Landscape and Visual Chapter of the EIAR for the DART+ West project will reduce the potential visual impacts during operation.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual – Operation:** negative, significant long-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Agri / Non Agri Land take: The development is consistent with the land use zoning for residential and complementary uses under the Kilcock Settlement Plan/Meath County Development Plan 2013-2019. This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West project. No significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared for the DART+ West project. A CDWMP has also been prepared in respect of the development. Mitigation measures have been prepared for the DART+ West Project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management Construction:** negative, not significant, short-term **Material Assets – Waste Management Operation:** negative, imperceptible, long-term
		Archaeology, Architecture and Cultural Heritage - Construction: This development does not propose any works to built heritage features of significance. The footprint of this development and sections of the DART+ West Project are located on a greenfield site. There is potential for disturbances to unknown archaeological features of importance during construction. **Archaeology, Architecture and Cultural Heritage - Operation:** No significant cumulative effects are likely to occur to archaeology, architecture and cultural heritage from the operation of these developments.	**Archaeology, Architecture and Cultural Heritage - Construction:** All mitigation measures proposed as part of the respective EIAR's will be implemented to address potential cumulative effects to archaeology, architecture, and cultural heritage. **Archaeology, Architecture and Cultural Heritage - Operation:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage - Construction:** negative, slight, short-term. **Archaeology, Architecture and Cultural Heritage - Operation:** imperceptible.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health.	**Human Health- Construction:** All mitigation measures proposed as part of the respective EIARs and those included in Chapter Human Health Chapters of the respective EIARs and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** negative, slight, short-term. **Human Health- Operation:** Not significant

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Human Health- Operation: No significant cumulative effects are likely to occur to human health from the operation of these developments.		
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.

Table 26-9 Tier 3 Projects within the functional area of Kildare County Council

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Applicant: Intel Ireland Limited **Local Authority:** Kildare County Council **Planning Application ref:** EIA Portal ID 2019018, KCC ref no (1991) & ABP case ref: PL09.304672 **Location:** Collinstown, Leixlip, Blakestown, Kellystown, Kilmacredock Lower, Collinstown Industrial Park, Leixlip, Co. Kildare. **Status:** 10 year planning permission was granted in May 2019. Construction duration is approx. 4 years as defined by the applicant.	Planning permission was granted for a development consisting of an extended and revised manufacturing facility (granted under An Bord Pleanála Ref. PL09.248582; Kildare County Council Ref. 16/1229), including reconfigured and extended support buildings, water tanks and yards to provide for additional manufacturing capacity. The development will consist of buildings, site infrastructure and ancillary works, for the manufacture of integrated circuits. An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of the proposed development. A Flood Risk Assessment has also been prepared in respect of the development. **Distance:** c.90m north of development	**Traffic and Transport - Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to commercial areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars	**Traffic and Transport:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction.	**Traffic and Transport - Construction:** Negative, slight and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will increase capacity and frequency at Louisa Bridge station, located within close proximity to this development, improving public transport services, having a positive cumulative effect during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of respective EIARs Population Chapter and the Construction Traffic Management Plans (CTMPs) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the respective EIARs will address the potential impacts to water quality. Mitigation measures proposed in the Natura Impact Statement (NIS) prepared in respect of the development will also be implemented to address potential impacts to biodiversity. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and soils: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils:** Not applicable.	**Land and soils:** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology/Water of the respective EIARs will reduce the potential impacts to surface	**Hydrology – Construction:** negative, not significant and short-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		developments, there is potential for cumulative surface water quality impacts.	water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology/Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** No significant cumulative effects are likely to occur to climate from the operation of these developments.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the respective EIARs and the CEMPs will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects	**Noise and Vibration:** slight to moderate, negative, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual: Due to the location of the development within an existing industrial setting, significant cumulative effects to landscape and visual are unlikely.	**Landscape and Visual:** No mitigation required.	**Landscape and Visual:** Not significant.

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

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Applicant: Intel Ireland Limited **Local Authority:** Kildare County Council **Planning Application ref:** EIA Portal ID 2017041, ABP Ref no. (PL09.248582) & KCC ref no. 161229 **Location:** Collinstown, Leixlip, Blakestown, Kellystown, Kilmacredock Lower, Collinstown Industrial Park, Leixlip, Co. Kildare. **Status:** 10 year planning permission was granted in May 2017. Construction duration is approx. 3 years as defined by the applicant.	Planning permission was granted to Intel Ireland Limited for development comprising: Revised design and configuration of previously permitted manufacturing building Planning Reg Ref 12/435 – PL09.241071, over four levels (parapet height of 31m) with a total floor area of 88,740sqm including support areas and roof mounted stacks and equipment ranging in height from 6m to 24m above parapet. Revised design and configuration of previously permitted utility support buildings, multi storey car park, chemical store and other ancillary works include new underground utilities, a two-storey elevated link structure to the east of the proposed manufacturing building. Works will also include the demolition of a redundant electricity substation sized 108sqm and 4.2m high. Works also include new internal road layouts throughout, modifications to the main central vehicular entrance together with realignment and widening to the R148 road. An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of the proposed development. **Distance:** c. 90m north of development	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport - Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to commercial areas of employment will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private car.	**Traffic and Transport:** The implementation of the mitigation measures proposed as part of the respective EIAR's Traffic and Transport Chapters, and the Construction Traffic Management Plan (CTMP) prepared in respect of the DART+ West project will address the potential cumulative impacts on traffic and transport during construction.	**Traffic and Transport - Construction:** Negative, slight and short-term effects. **Traffic and Transport – Operation:** Not significant.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will increase capacity and frequency at Louisa Bridge station, located within close proximity to this development, improving public transport services, having a positive cumulative effect during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of respective EIARs Population Chapter and the Construction Traffic Management Plans (CTMPs) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Hydrology/Water Chapters of the respective EIARs will address the potential impacts to water quality. Mitigation measures proposed in the Natura Impact Statement (NIS) prepared in respect of the development will also be implemented to address potential impacts to biodiversity. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and soils: Not applicable – this development is outside of the cumulative assessment study area for land and soils.	**Land and soils:** Not applicable.	**Land and soils:** Not applicable.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Hydrology/Water of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
			Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Hydrology/ Water Chapters of the respective EIARs will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** Not significant.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the respective EIARs and the CEMPs will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects	**Noise and Vibration:** negative, slight to moderate, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual - Construction: Due to the location of the development within an existing industrial setting, significant cumulative effects to landscape are not likely. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects on the Royal Canal Conservation Area should the construction phases overlap.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter of the respective EIARs will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight to moderate, short-term. **Landscape and Visual - Operation:** Not significant.

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

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicants: Avoca Homes **Local Authority:** Kildare County Council **Planning Application ref:** KCC Planning ref no. 20108 & ABP case ref no. PL09.309929 **Location:** North of Louisa Park, Station Road, Leixlip, Co. Kildare. **Status:** Planning application was refused, but an appeal was lodged in April 2021. Decisions is pending. Construction duration is not defined by the applicant.	Request for a planning permission was submitted for a development consisting of 50 no. apartments arranged in 2 no. buildings and comprises; 14 no. one bedroom units, 32 no. two bedroom units and 4 no. three bedroom units. Eight apartment types are proposed. The proposed buildings each contain five storeys of residential accommodation over a basement level car park with 50 no. car parking spaces and 126 no. bicycle parking spaces. A bin store of 23.4 sqm is provided at the southern boundary of the site adjoining the entrance to the basement level. This application is accompanied by a Natura Impact Statement (NIS). The NIS concluded that "*the proposed development will not adversely affect (either directly or indirectly) the integrity of any European site, either alone or in combination with other plans or projects*". **Distance:** 0km from development.	**Traffic and Transport - Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport - Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to commercial areas of employment will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private car.	**Traffic and Transport:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction. **Traffic and Transport - Operation:** No mitigation required.	**Traffic and Transport - Construction:** Negative, slight and short-term effects. **Traffic and Transport – Operation:** Positive, significant, and long-term effects.
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will increase the capacity and frequency of rail services at the Louisa Bridge station located within close proximity of this development, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of DART+ West Project's EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. A Construction Traffic & Environmental Management Plan has also been prepared in respect of the development and will be implemented to address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West project's EIAR will address the potential impacts to water quality. Mitigation measures proposed in the Natura Impact Statement (NIS) prepared in respect of the development will also be implemented to address potential impacts to biodiversity. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and soils - Construction: There is potential for the generation of waste material from both projects.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project.	**Land and Soil – Construction:** negative, imperceptible to slight and short-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
			A Construction and Demolition Waste Management Plan has been prepared in respect of the development. Mitigation have been developed in the EIAR for the DART+ West project to manage the movement of materials to and from the construction sites. **Land and soils – Operation:** No mitigation required.	
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Mitigation measures proposed in the Natura Impact Statement (NIS) prepared in respect of the development will also be implemented to address potential impacts to biodiversity. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts. **Hydrogeology – Operation:** No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Water Chapters of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Construction:** negative, not significant and short-term effects. **Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Climate – Operation: It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.		**Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the DART+ West project's EIAR and the CEMP will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects	**Noise and Vibration – Construction:** negative, slight, short-term. **Noise and Vibration – Operation:** Not significant.
		Landscape and Visual - Construction: Both developments are located in an urban area of Leixlip. Cumulative significant effects on the townscape / landscape character are not likely. Presence of hoarding, construction plant and general construction activities from both projects are likely should the construction phases overlap. **Landscape and Visual – Operation:** No significant cumulative effects are likely to occur to landscape and visual from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter in the EIAR for the DART+ West project will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight, short-term. **Landscape and Visual – Operation:** not significant
		Agri / Non Agri Land take: This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West project. This development is located on lands zoned by Leixlip LAP 2020-2023 for 'Existing Residential', therefore significant cumulative effects to agronomy are not anticipated.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. Although the DART+ West Project will require extensive excavation works to construct the new Spencer Dock Station however the material will be reused as far as possible. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West Project. Mitigation have been prepared for the DART+ West Project to manage materials to and from the development sites. **Material Assets – Waste Management Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term**.** **Material Assets – Waste Management – Operation:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Archaeology, Architecture and Cultural Heritage - Construction: This development does not propose any works to built heritage features of significance. The footprint of this development and sections of the DART+ West Project are located on a greenfield site. There is potential for disturbances to unknown archaeological features of importance during construction. **Archaeology, Architecture and Cultural Heritage - Operation:** No significant cumulative effects are likely to occur to archaeology, architecture and cultural heritage from the operation of these developments.	**Archaeology, Architecture and Cultural Heritage - Operation:** All mitigation measures proposed as part of the DART+ West Project's EIAR will be implemented to address potential cumulative effects to archaeology, architecture, and cultural heritage. **Archaeology, Architecture and Cultural Heritage - Operation:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage - Construction:** negative, slight, short-term. **Archaeology, Architecture and Cultural Heritage - Operation:** imperceptible.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All Mitigation measures proposed as part of the respective EIARs DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** negative, slight, short-term. **Human Health- Operation:** Not significant
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Heathcote Holdings Limited **Local Authority:** Kildare County Council **Planning Application ref:** KCC planning ref no. 211108	Request for a planning permission was submitted to Heathcote Holdings Ltd (KCC ref no. 211108) for the demolition of a habitable house and the construction of 40 No. houses and 36 No. apartments, 1 No. vehicular link with the approved Maynooth Eastern Ring Road and all associated and ancillary site development works. **Distance**: c. 10m south of development	**Traffic and Transport - Operation:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Construction:** The proposed DART+ West Project will improve public transport services by increasing the frequency and capacity of rail services at Maynooth station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction.	**Traffic and Transport - Construction:** Negative, slight and short-term effects. **Traffic and Transport – Operation:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Location: Parklands Grove, Railpark, Maynooth, Co. Kildare, W23 V5D4. **Status:** Decision regarding the planning application is pending. Request for further information issued in Sept 2021 by the planning authority. Construction duration is not defined by the applicant.		**Population – Construction:** Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will increase the capacity and frequency of DART services at Maynooth Station, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of DART+ West project's EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long term effects.
		Biodiversity: In the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West project's EIAR will address the potential impacts to water quality. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and soils - Construction: There is potential for the generation of waste material from both projects. **Land and soils - Operation:** Not significant.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West Project. Mitigation measures have been developed in the EIAR for the DART+ West Project to manage the movement of materials to and from the construction sites.	**Land and Soil – Construction:** negative, imperceptible to slight and short-term effects. **Land and soils - Operation:** Not significant.
		Hydrology: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface water quality impacts.	**Hydrology:** Mitigation measures proposed in the Biodiversity and Water of the DART+ West EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site.	**Hydrology – Construction:** negative, not significant and short-term effects. **Hydrology – Operation**: Not significant.
		Hydrogeology – Construction: In the event of accidental pollution during the construction and operational phases of these developments, there is potential for cumulative surface and groundwater quality impacts.	**Hydrogeology – Construction:** Mitigation measures proposed in the Land and Soils and Water Chapters of the DART+ West project's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring.	**Hydrogeology – Construction:** negative, not significant and short-term effects.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hydrogeology – Operation: No significant cumulative effects are likely to occur to hydrogeology from the operation of these developments.	Chapter 19 Material Assets: Waste Management and Resource Use and the CDWMP of the DART+ West EIAR identify the several licenced waste handling sites for disposal of contaminated waste and the measures for handling contaminated waste on site. **Hydrogeology - Operation**: No mitigation required.	**Hydrogeology – Operation:** not significant.
		Air quality: Construction: Should the construction phases overlap**,** and due to the close proximity of both development sites, there is potential for cumulative air quality impacts from construction dust. **Air quality: Operation:** No significant cumulative effects are likely to occur to air quality from the operation of these developments.	**Air quality: Construction:** Dust mitigation and monitoring measures proposed in the Air Quality Chapters of the respective EIARs and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. **Air quality: Operation:** No mitigation required.	**Air Quality – Construction:** negative, not-significant, short-term effects.
		Climate – Construction: No significant cumulative effects are predicted during the construction phase of these developments. **Climate – Operation:** It is likely that the provision of public transport proposed by DART+ West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public transport options in the area therefore reducing a reliance on private cars.	**Climate**: No mitigation required at construction or operation phase.	**Climate – Construction:** not significant. **Climate – Operation**: positive, indirect long-term effects.
		Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities. **Noise and Vibration: Operation:** No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.	**Noise and Vibration – Construction:** Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapters of the DART+ West project's EIAR and the CEMP will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects **Noise – Operation:** No mitigation required.	**Noise and Vibration – Construction:** negative, slight to moderate, short-term. **Noise and Vibration: Operation:** Not significant.
		Landscape and Visual - Construction: Both developments are located in an urban area of Maynooth. Cumulative significant effects on the townscape / landscape character are not likely. Presence of hoarding, construction plant and general construction activities from both projects are likely should the construction phases overlap. **Landscape and Visual – Operation:** No significant cumulative effects are likely to occur to landscape and visual from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter in the EIAR for the DART+ West project will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight, short-term. **Landscape and Visual – Operation:** not significant
		Agri / Non Agri Land take: This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West project. No significant	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		cumulative effects are likely during construction or operation.		
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared in respect of the DART+ West project. Mitigation measures have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** No mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term. **Material Assets – Waste Management – Operation:** Not significant.
		Archaeology, Architecture and Cultural Heritage: Both developments are located in an urban area subject to extensive redevelopment. No significant cumulative effects are likely to occur on archaeology, architecture and cultural heritage from the construction and operation of these developments.	**Archaeology, Architecture and Cultural Heritage:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage:** not significant.
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All Mitigation measures proposed as part of the DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** negative, slight, short-term. **Human Health- Operation:** Not significant.
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.
Applicant: Glenveagh Homes Limited **Local Authority:** Kildare County Council	Planning permission was granted to Glenveagh Homes Limited (KCC ref no. 21370) at Parson Street, Maynooth for the construction of a mixed residential and commercial development with a total gross floorspace of c. 20,023 sqm and a	**Traffic and Transport – Construction:** Should the construction phases of these developments overlap or occur sequentially, there is potential for impacts on traffic due to road diversions and the increase of HGVs on the road network. This could potentially have a negative	**Traffic and Transport:** The implementation of the mitigation measures proposed as part of the DART+ West project's EIAR Traffic and Transport Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on traffic and transport during construction.	**Traffic and Transport - Construction:** Negative, slight and short-term effects. **Traffic and Transport – Operation:** Not significant.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Planning Application ref: KCC planning ref no. 21370 **Location:** Parson Street, Maynooth, Co. Kildare. **Status:** Planning permission was granted in March 2022. Construction duration is approx. 2 years as defined by the applicant.	single level basement car park of c.8,153 sqm. The mixed use development comprises c.4,497 sq.m office floorspace including refurbishment and adaptive re-use of the former Rectory building (a Protected Structure, c.688 sq.m including ancillary outhouse structures) and a 2-storey glazed atrium connection to a 3-storey over basement office building; and the provision of 183 no. apartments and ancillary /commercial development (total c.891 sq. m including concierge, gym, café, creche, tenant amenity and commercial floorspace) in 4 no. blocks ranging in height from 3 to 9 storeys over single level basement shared with the proposed office structure. A Natura Impact Statement (NIS) and an Ecological Impact Assessment (EcIA) have been prepared in respect of the proposed development. An Environmental Impact Assessment (EIA) Screening Report has also been prepared in respect of the proposed development. **Distance:** c. 0m north of the development.	cumulative effect on traffic and transport due to potential delays. **Traffic and Transport – Operation:** The proposed DART+ West Project will improve public transport services by increasing the frequency and capacity of rail services at Maynooth station, improving the connection and accessibility of the development to public transport services.	**Traffic and Transport - Operation:** No mitigation required.	
		Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a result of increased construction traffic with potential impacts on local accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy. **Population – Operation:** The proposed DART+ West project will increase the capacity and frequency of DART services at Maynooth Station, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect during operation.	**Population - Construction:** The implementation of the mitigation measures proposed as part of DART+ West Project's EIAR Population Chapter and the Construction Traffic Management Plan (CTMP) will address the potential cumulative impacts on the population during construction. **Population - Operation:** No mitigation required.	**Population – Construction:** Negative, slight and short-term effects. **Population – Operation:** Positive, significant, and long-term effects.
		Biodiversity: n the event of accidental pollution during the construction and operational phases, there is potential for surface water quality impacts which could result in impacts to biodiversity.	**Biodiversity:** Mitigation measures proposed in the Biodiversity and Water Chapters of the DART+ West project's EIAR will address the potential impacts to water quality. Mitigation measures proposed in the development's Natura Impact Statement and Ecological Impact Assessment will also be implemented to address potential cumulative effects to biodiversity. **Biodiversity – Operation:** No mitigation required.	**Biodiversity:** Not Significant.
		Land and soils - Construction: There is potential for the generation of waste material from both projects.	**Land and soils - Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been developed in respect of the DART+ West project. A CDWMP has also been prepared in respect of the development. Mitigation measures have been developed in the EIAR for the DART+ West project to manage the movement of materials to and from the construction sites.	**Land and Soil – Construction:** negative, imperceptible to slight and short-term effects.

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

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Landscape and Visual - Construction: Both developments are located in an urban area of Maynooth. Cumulative significant effects on the townscape / landscape character are not likely. Presence of hoarding, construction plant and general construction activities from both projects are likely to have cumulative visual effects on the Royal Canal Conservation Area should the construction phases overlap. **Landscape and Visual – Operation:** No significant cumulative effects are likely to occur to landscape and visual from the operation of these developments.	**Landscape and Visual - Construction:** Mitigation measures proposed in the Landscape and Visual Chapter in the EIAR for the DART+ West project will reduce the potential visual impacts. **Landscape and Visual – Operation:** No mitigation required.	**Landscape and Visual – Construction:** negative, slight, short-term. **Landscape and Visual – Operation:** not significant
		Agri / Non Agri Land take: This development's boundary is outside of the temporary and permanent land take of the proposed DART+ West project. No significant cumulative effects are likely during construction or operation.	**Agri / Non Agri Land take:** No mitigation required.	**Agri / Non Agri Land take:** imperceptible.
		Material Assets – Utilities: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments.	**Material Assets – Utilities:** No mitigation required.	**Material Assets – Utilities:** not significant.
		Material Assets – Waste Management – Construction: There is potential for waste material from excavation required for both projects, leading to waste material requiring disposal. **Material Assets – Waste Management – Operation**: No significant cumulative effects are likely to occur to waste management from the operation of these developments.	**Material Assets – Waste Management – Construction:** A Construction and Demolition Waste Management Plan (CDWMP) and a Construction Traffic Management Plan (CTMP) have been prepared in respect of the DART+ West project. A CDWMP has also been prepared in respect of the development. Mitigation have been prepared for the DART+ West project to manage materials to and from the development sites. **Material Assets – Waste Management – Operation:** no mitigation required.	**Material Assets – Waste Management – Construction:** negative, not significant, short-term**.** **Material Assets – Waste Management – Operation:** imperceptible.
		Agronomy: The development is located on lands zoned as 'Town Centre' in the Maynooth Local Area Plan 2013-2019., therefore significant cumulative effects to agronomy are unlikely.	**Agronomy:** No mitigation required.	**Agronomy:** not significant.
		Archaeology, Architecture and Cultural Heritage - Construction: This development does not propose any works to built heritage features of significance. The footprint of this development and sections of the DART+ West project are located on a greenfield site. There is potential for disturbances to unknown archaeological features of importance during construction.	**Archaeology, Architecture and Cultural Heritage - Construction:** All mitigation measures proposed as part of the DART+ West project's EIAR will be implemented to address potential cumulative effects to archaeology, architecture, and cultural heritage. **Archaeology, Architecture and Cultural Heritage - Operation:** No mitigation required.	**Archaeology, Architecture and Cultural Heritage - Construction:** negative, slight, short-term. **Archaeology, Architecture and Cultural Heritage - Operation:** imperceptible.

Application Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Archaeology, Architecture and Cultural Heritage - Operation: No significant cumulative effects are likely to occur to archaeology, architecture and cultural heritage from the operation of these developments.		
		Human Health- Construction: There is likely to be nuisance and annoyance should the construction phases of these developments overlap, which will impact the local community particularly residential and commercial properties. Road and/ or rail users may also be impacted during the construction works, and along haulage routes. Potential for cumulative effects as a result of emissions to air, noise, hydrology and hydrogeology from these developments have been assessed above and may also impact human health. **Human Health- Operation:** No significant cumulative effects are likely to occur to human health from the operation of these developments.	**Human Health- Construction:** All mitigation measures proposed as part of the DART+ West EIAR and those included in Chapter Human Health Chapters and the CTMP will reduce the cumulative effects. A Construction Environmental Management Plan has also been developed in respect of the develop which will address potential cumulative effects to human health. **Human Health- Operation:** No mitigation required.	**Human Health- Construction:** negative, slight, short-term. **Human Health- Operation:** Not significant
		EMC & Stray Current: No significant cumulative effects during the construction/operation phase.	**EMC & Stray Current:** Not applicable.	**EMC & Stray Current:** Not applicable.

26.4.4 Tier 4 cumulative assessment

Table 26-10 below provides a cumulative assessment of the proposed DART+ West Project with the other DART+ projects included in the DART+ Programme. Table 26-11 provides the cumulative assessment of future National Transport Authority (NTA) / Transport Infrastructure Ireland (TII) projects.

Table 26-10 Tier 4 Cumulative Assessment of DART+ West with other DART+ projects

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Project Name: DART+ South West **Applicant**: CIÉ **Planning Application ref:** None **Location:** Hazelhatch & Celbridge Station to Heuston Station and onward to Glasnevin Junction via the Phoenix Park Tunnel Branch Line. **Planning Status:** At pre-planning /Preferred Option - design stage.	DART+ South West (SW) is seeking to significantly increase rail capacity on the Cork Mainline circa 20km from Hazelhatch & Celbridge Station to Heuston Station, and to Glasnevin via the Phoenix Park Tunnel Branch Line. This will be achieved by implementing an electrified railway network with high-capacity DART trains, increasing the frequency of trains and providing a new station at Heuston West. The key infrastructural works includes: • Completion of four tracking from Park West & Cherry Orchard Station to Heuston Station, extending the works completed on the route in 2009. • Electrification and re-signalling of the line from Hazelhatch & Celbridge Station to Heuston Station and also from Heuston Station to Glasnevin, via the Phoenix Park Tunnel Branch Line, where it will link with the proposed DART+ West. • Improvements/reconstructions of bridges to facilitate movement of electrified train services. • Removal of rail constraints along the Phoenix Park Tunnel Branch Line. • Delivery of a new Heuston West Station.	The DART+ West has allowed for the train movements associated the DART+ Programme including those from DART+ SW project that would use the line and depot in the future. These figures form the basis of the main assessment in the DART+ West EIAR. At the time of writing, the DART+ SW project identified its preferred option in 2021 which was presented for public consultation in November 2021. All feedback and submissions have been reviewed by the DART+ SW design team and the EIAR is underway. The relevant documents to inform this cumulative assessment have not been finalised or published at this time. However, a high-level cumulative assessment is completed based on publicly available information. The proposed DART+ West electrification terminates at rail overbridge OBO10 at the Glasnevin Cemetery Road Bridge. Based on the current design information from the DART+ SW project, it proposes to start its electrification at the terminus of the DART+ West project at OBO10 by continuing the electrification of the line at this location. The DART+ SW project require a partial reconstruction of the bridge to accommodate the necessary OHLE requirements. CIÉ are developing both projects and will continue to work to avoid, reduce and mitigate potential negative, and maximise positive cumulative effects on the environment. However, based on current design information and the location and nature of the two projects, there is potential for cumulative effects on rail passenger and freight operations if the construction works on the rail network occur concurrently and/or sequentially. Long-term positive cumulative effects are likely to occur during the operation stage as both projects will support the development and improvement of sustainable transport. The DART+ SW project is required to assess impacts in accordance with the EIA Directive including the assessment of cumulative effects with DART+ West which will be undertaken as appropriate as part of that EIAR.	N/A	N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Project Name: DART+ Coastal North **Applicant:** CIÉ **Planning Application ref:** None. **Location:** City Centre to Drogheda inclusive of Howth Branch **Planning Status:** At pre-planning / Emerging Preferred Option stage	DART+ Coastal North (CN) is seeking to extend the existing electrified rail network from Malahide to Drogheda as well as increasing rail capacity on the Northern Line between Dublin City Centre and Drogheda MacBride Station, including the Howth Branch. The extended electrification of the Northern Line will predominantly follow the existing railway corridor. Works outside of Iarnród Éireann lands will be required at several locations for some of the scheme elements The key infrastructural works include: • Extension of existing 1500V DC electrification, which currently terminates at Malahide, as far as Drogheda MacBride Station (approximately 37km); • Reconfiguration of the existing track layout and associated infrastructure in the vicinity of Drogheda MacBride Station, Malahide Station, Clongriffin Station and Howth Junction & Donaghmede Station, as well as the provision of sections of additional track and station turnback facilities to allow for improved operational flexibility on the Northern Line; • Construction of a new platform at Drogheda MacBride Station; • Undertaking upgrades to existing signalling, telecoms and power supplies to support the planned increase in train services, including the introduction of new electrical substations at key locations alongside the railway line; • Undertaking bridge improvements/modifications arising from capacity enhancements, track reconfigurations and/or electrical clearances to achieve necessary clearances; • Modifications to existing depots at Drogheda and Fairview to support the new train fleet, including the provision of additional train stabling at Drogheda; • Ancillary civils, drainage and power works to cater for the changes.	The DART+ West has allowed for the train movements associated the DART+ Programme including those from DART+ CN project that would use the line and depot in the future. These figures form the basis of the main assessment in the DART+ West EIAR. At the time of writing, the DART+ CN project identified its emerging preferred option in 2022 which was presented for public consultation in February 2022. All feedback and submissions received are currently under review by the DART+ CN design team. The development boundary of the proposed DART+ West Project terminates east of East Wall Road Bridge. Based on the current design information from the DART+ CN project, it proposes start west of the East Wall Road Bridge. No electrification works are proposed at this location as the rail line is already electrified. CIÉ are developing both projects and will continue to work to avoid, reduce and mitigate potential negative, and maximise positive cumulative effects on the environment. However, based on current design information and the location and nature of the two projects, there is potential for cumulative effects on rail passenger and freight operations if the construction works on the rail network occur concurrently and/or sequentially. Long-term positive cumulative effects are likely during the operation stage as both projects will support the development and improvement of sustainable transport. The DART+ CN project is required to assess environmental impacts in accordance with the EIA Directive including the assessment of cumulative effects with DART+ West which will be undertaken as part of that EIAR.	N/A	N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Project Name: DART+ Coastal South **Applicant:** CIÉ Planning application ref: None **Location:** City Centre to Greystones **Planning Status**: At pre-planning/ options development stage.	The DART+ Coastal South (CS) project will extend from Dublin City Centre to Greystones and will deliver capacity improvements and enhanced train services in line with the DART+ Programme. The project includes assessing level crossings along the route, potential turnback facilities and stabling, and increases to the line capacity. The DART+ CS is currently at an early stage in the project timeline with the development of options currently being undertaken. Limited project details are available.	The DART+ West has allowed for the train movements associated the DART+ Programme including those from DART+ CS project that would use the line and depot in the future. These figures form the basis of the main assessment in the DART+ West EIAR. At the time of writing, there is limited information available on this project in the public domain. It is likely that DART+ CS project will commence south of the River Liffey at the terminus of the DART+ West project, however specific project details are currently unknown. CIÉ are developing both projects and will continue to work to avoid, reduce and mitigate potential negative, and maximise positive cumulative effects on the environment. However, based on current information and the nature of the two projects, there is potential for cumulative effects on rail operations if the construction works on the rail network occur concurrently and/or sequentially. Long-term positive cumulative effects are likely during the operation stage as both projects will support the development and improvement of sustainable transport. The DART+ Coastal South project is required to assess environmental impacts in accordance with the EIA Directive including the assessment of cumulative effects with DART+West which will be undertaken as part of that EIAR.	N/A	N/A

Table 26-11 Tier 4 Cumulative Assessment of other NTA projects

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Project Name: BusConnects Core Bus Corridor No. 16 Ringsend to City Centre **Applicant**: NTA **Planning Application ref:** None **Location:** North Wall Quay **Planning Status:** At the time of writing the BusConnects planning application has not been submitted and therefore there is no detailed information to inform this cumulative assessment.	According to BusConnects Core Bus Corridor No. 16 Ringsend to City Centre PC3 brochure published in November 2020. The Ringsend to City Centre Core Bus Corridor (CBC) commences at Talbot Memorial Bridge. The route encompasses bus lane and cycle infrastructure on both north and south quays connecting the city centre with the Docklands and onto Ringsend and Irishtown. Priority for buses is provided along the entire length of the North Quays, from the Custom House to the 3-Arena at Tom Clarke Bridge, consisting of dedicated bus lanes in each direction. Segregated two-way cycle tracks will be provided in the campshires on both sides of the River Liffey. A cycle route will extend through Ringsend and Irishtown towards the Poolbeg Peninsula. The construction areas of the proposed DART+ West and BusConnects Core Bus Corridor No. 16 are in vicinity of each other at the Docklands Area. The proposed DART+ West project proposes to reconstruct Sheriff Street Bridge which would result in the closure of Sherriff Street Upper for approx. 18 months during construction. All traffic will be redirected to North Wall Quay during the closure. At this location, based on the current design information from the BusConnects project, this project proposes to construct continuous bus lanes in both directions on Custom House Quay and North Wall Quay between the Matt Talbot Bridge and the Tom Clarke Bridge. This will secure improved bus priority along the north quays. The historic Scherzer Bridges constrain the road width at the crossing of the canal entrance to George's Dock and the Royal Canal at Spencer Dock. These structures will be repositioned either side of the new bus and general traffic lane cross-section such that the pedestrian footway and cycle track will pass through them instead. In order to protect bus priority, right-turning restrictions are proposed at most	**Traffic and Transport – Construction:** The proposed diversion route for road traffic associated with the Sherriff Street bridge (R101) reconstruction (as part of DART+ West) and the proposed diversions associated with the BusConnects project along North Wall Quay (R801). There is potential for significant cumulative negative effects on vehicular traffic if the construction works and road closures occur concurrently and/or sequentially. Specifically, road closure at Sherriff Street Upper (R101) (associated with the Sherriff Street Bridge reconstruction works) and the relocation of Scherzer Bridges on North Wall Quay (R801). Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Traffic and Transport – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Traffic and Transport – Construction:** N/A
		Traffic and Transport – Operation: Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Traffic and Transport – Operation:** N/A	**Traffic and Transport – Operation:** N/A
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Population – Construction:** No further mitigation required as part of Dart+ West project.	**Population – Construction:** N/A
		Population – Operation: Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Population – Operation:** N/A	**Population – Operation:** N/A
		Human Health – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on human health resulting from the construction activities of both projects. The potential impacts on human health have been assessed as part of respective environmental assessments including air quality, noise, landscape and visual. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Human Health – Construction:** No further mitigation required as part of Dart+ West project.	**Human Health – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	junctions along the north quays where alternative access is available from Seville Place and Sheriff Street Upper to the north. The two-way cycle infrastructure on the North Wall Quay will be enhanced and will continue along the full extent of the north quays. A general landscaping arrangement is proposed along the north quays, with two lines of trees along the proposed cycleway. There are width constraints at the two small restaurant buildings at the Excise Walk junction, where a new boardwalk is proposed to overhang the river for a wider pedestrian space on the riverside.	**Human Health – Operation:** Likely long-term positive effects associated with the development of sustainable transport modes, and indirect support for sustainable mobility and the associated cumulative effects (reduction in GHG emissions, etc.) associated with both projects.	**Human Health – Operation:** N/A	**Human Health – Operation:** N/A
		Noise and Vibration – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on the noise and vibration environment associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage.	**Noise and Vibration – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Noise and Vibration – Construction:** N/A
		Noise and Vibration – Operation: There are no significant likely cumulative Noise and Vibration operational phase impacts.	**Noise and Vibration – Operation:** N/A	**Noise and Vibration – Operation:** N/A
		Air Quality – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction activities of both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. These will be updated based on the potential for cumulative impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Air Quality – Construction:** No further mitigation required as part of Dart+ West project.	**Air Quality – Construction:** N/A
		Air Quality – Operation: There are no significant likely cumulative Air Quality operational phase impacts.	**Air Quality – Operation:** N/A	**Air Quality – Operation:** N/A
		Climate – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on climate resulting from the movement of construction vehicles associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Climate – Construction:** No further mitigation required as part of Dart+ West project.	**Climate – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Climate – Operation: It is likely that the improvements in public transport infrastructure proposed by DART+ West and BusConnects will have a long-term positive cumulative effect on climate change and associated emissions reductions required from the transport sector. The investments in public transport infrastructure will also indirectly support sustainable mobility (including walking and cycling) and the support the development of Transit Orientated Developments associated with developing a sustainable Dublin City region.	**Climate – Operation:** N/A	**Climate – Operation:** N/A
		Hydrology – Construction: The construction works for both projects will be carried out in vicinity of significant waterbodies, whereby works for the DART+ West project will be carried out in vicinity of the Royal Canal, while BusConnects relocation of the Scherzer Bridges are located adjacent to the River Liffey. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental pollution during the construction phases of these developments. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address potential significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrology – Construction:** N/A
		Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.	**Hydrology – Operation:** N/A	**Hydrology – Operation:** N/A
		Hydrogeology – Construction: The construction works for both projects will be carried out in vicinity of waterbodies. Works on the DART+ West project will be carried out in vicinity of the Royal Canal, while the BusConnects works at this location are close to the River Liffey. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water and/or groundwater bodies. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrogeology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrogeology – Construction:** N/A
		Hydrogeology – Operation: There are no significant likely cumulative Hydrogeological operational phase impacts.	**Hydrogeology – Operation:** N/A	**Hydrogeology – Operation:** N/A
		Biodiversity – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on biodiversity resulting from the displacement of local fauna associated with construction activities of both projects.	**Biodiversity – Construction:** No further mitigation required as part of Dart+ West project.	**Biodiversity – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.		
		Biodiversity – Operation: There are no significant likely cumulative Biodiversity operational phase impacts.	**Biodiversity – Operation:** N/A	**Biodiversity – Operation:** N/A
		Archaeology, Architectural & Cultural Heritage – Construction: The proposed DART+ West will reconstruct the Sherriff Street Bridge (located on the R101), which is on the Dublin City Industrial Heritage Record (DCIHR). The BusConnects Project will relocate the Scherzer Bridges, protected structures which are located along North Wall Quay (R801). Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Construction:** No further mitigation required as part of Dart+ West project.	**Archaeology, Architectural & Cultural Heritage – Construction:** N/A
		Archaeology, Architectural & Cultural Heritage – Operation: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant operational impacts. Based on the information available, there is potential for long-term cumulative effects on the built heritage of Dublin City in this area due to works on built heritage features. Both projects will develop operational mitigation measures. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A
		Land and Soils – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on land and soils resulting from the resource requirement of both projects, however the potential impacts are not likely to be significant. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Land and Soils – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Land and Soils – Construction:** N/A
		Land and Soils – Operation: There are no significant likely cumulative Land and Soils operational phase impacts.	**Land and Soils – Operation:** N/A	**Land and Soils – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Agri / Non Agri Land take – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Agri / Non Agri Land take – Construction:** No further mitigation required as part of Dart+ West project.	**Agri / Non Agri Land take – Construction:** N/A
		Agri / Non Agri Land take – Operation: No likely significant cumulative effects on agronomy (property/land-take) during the operational phase.	**Agri / Non Agri Land take – Operation:** N/A	**Agri / Non Agri Land take – Operation:** N/A
		Landscape and Visual – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential cumulative landscape and visual effects as a result of the construction sites associated with both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Landscape and Visual – Construction:** No further mitigation required as part of Dart+ West Project.	**Landscape and Visual – Construction:** N/A
		Landscape and Visual – Operation: These developments will indirectly support the continued regeneration and development of the Docklands area which will improve the overall landscape and visual environment resulting on indirect positive cumulative effects over the long-term.	**Landscape and Visual – Operation:** N/A	**Landscape and Visual – Operation**: N/A
		Material Assets: Utilities, resources and waste resources – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant on other material assets. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Material Assets: Utilities, resources and waste resources – Construction:** No further mitigation required as part of Dart+ West project.	**Material Assets: Utilities, resources and waste resources – Construction:** N/A
		Material Assets: Utilities, resources and waste resources – Operation: No likely significant cumulative effects during the operational phase.	**Material Assets: Utilities, resources and waste resources – Operation:** N/A	**Material Assets: Utilities, resources and waste resources – Operation:** N/A
		EMF – Construction: No likely significant cumulative effects during the construction phase.	**EMF – Construction:** N/A	**EMF – Construction:** N/A
		EMF – Operation: No likely significant cumulative effects during the operational phase.	**EMF – Operation:** N/A	**EMF – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Project Name: BusConnects Ballymun to City Centre Core Bus Corridor No. 3 **Applicant:** NTA **Planning Application ref:** None. **Location:** Glasnevin **Planning Status:** At the time of writing the BusConnects planning application has not been submitted and therefore there is no detailed information to inform this cumulative assessment.	According to BusConnects Ballymun to City Centre Core Bus Corridor No. 3 PC3 brochure published in November 2020, The Ballymun to City Centre Core Bus Corridor (CBC) commences on the Ballymun Road at its junction with St. Margaret's Road just south of M50 Junction 4. It is routed along Ballymun Road, St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and Church Street as far as Arran Quay, where it will join the existing traffic management regime on the North Quays. Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in each direction, with alternative measures proposed at particularly constrained locations along St. Mobhi Road and Botanic Road in Glasnevin. Segregated cycle tracks will be provided along the full length of the route from the northern end to the Royal Canal just south of Hart's Corner in Phibsborough. An alternative cycle route is proposed along a part of the corridor in the southern half from Hart's Corner through Phibsborough to the Markets area of the western city centre. The construction areas of the proposed DART+ West and BusConnects Core Bus Corridor No. 3 overlap in Glasnevin at OBO 11 Prospect Road Bridge. The proposed DART+ West project proposes perway works within the MGWR and GSWR railway lines including OHLE installation and drainage works under OBO11 Prospect Road Bridge. Track lowering and parapet heightening works are also proposed for OBO11. At this location, based on the current design information from the BusConnects project, on Prospect Way, it is proposed to retain the bus lane and reduce from two general traffic lanes to a single traffic lane. This will accommodate a two-way cycle track on the northern side outside of the existing trees which will be retained. This cycle track will allow cyclists to bypass the Hart's Corner one-way traffic system, and also to link westward to the	**Traffic and Transport – Construction:** Both projects propose road works at this location. There is potential for significant cumulative negative effects on vehicular traffic along Prospect Road if the construction works and road closures occur concurrently and/or sequentially. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Traffic and Transport – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Traffic and Transport – Construction:** N/A
		Traffic and Transport – Operation: Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Traffic and Transport – Operation:** N/A	**Traffic and Transport – Operation:** N/A
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Population – Construction:** No further mitigation required as part of Dart+ West project.	**Population – Construction:** N/A
		Population – Operation: Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Population – Operation:** N/A	**Population – Operation:** N/A
		Human Health – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on human health resulting from the construction activities of both projects. The potential impacts on human health have been assessed as part of respective environmental assessments including air quality, noise, landscape and visual. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Human Health – Construction:** No further mitigation required as part of Dart+ West project.	**Human Health – Construction:** N/A
		Human Health – Operation: Likely long-term positive effects associated with the development of sustainable transport modes, and indirect support for sustainable mobility and the associated cumulative effects (reduction in GHG emissions, etc.) associated with both projects.	**Human Health – Operation:** N/A	**Human Health – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	Finglas CBC. A two-way segregated cycle track will continue along the eastern side of Prospect Road to the Royal Canal where the cycle route will extend to Royal Canal Bank bypassing Phibsborough Village. This will allow cyclists to circulate around the northern and eastern sides of Hart's Corner fully segregated from traffic. The existing layout with a bus lane and two traffic lanes will be reduced to a bus lane and a single traffic lane along Prospect Road from Prospect Way to Lyndsay Road.	**Noise and Vibration – Construction:** Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on the noise and vibration environment associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage.	**Noise and Vibration – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Noise and Vibration – Construction:** N/A
		Noise and Vibration – Operation: There are no significant likely cumulative Noise and Vibration operational phase impacts.	**Noise and Vibration – Operation:** N/A	**Noise and Vibration – Operation:** N/A
		Air Quality – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction activities of both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. These will be updated based on the potential for cumulative impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Air Quality – Construction:** No further mitigation required as part of Dart+ West project.	**Air Quality – Construction:** N/A
		Air Quality – Operation: There are no significant likely cumulative Air Quality operational phase impacts.	**Air Quality – Operation:** N/A	**Air Quality – Operation:** N/A
		Climate – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on climate resulting from the movement of construction vehicles associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Climate – Construction:** No further mitigation required as part of Dart+ West project.	**Climate – Construction:** N/A
		Climate – Operation: It is likely that the improvements in public transport infrastructure proposed by DART+ West and BusConnects will have a long-term positive cumulative effect on climate change and associated emissions reductions required from the transport sector. The investments in public transport infrastructure will also indirectly support sustainable mobility (including walking and cycling) and the support the development of Transit Orientated Developments associated with developing a sustainable Dublin City region.	**Climate – Operation:** N/A	**Climate – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hydrology – Construction: The construction works for both projects will be carried out in vicinity of significant waterbodies, whereby works for the DART+ West project will be carried out in vicinity of the Royal Canal, while BusConnects works at this location are close to the River Liffey. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental pollution during the construction phases of these developments. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address potential significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrology – Construction:** N/A
		Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.	**Hydrology – Operation:** N/A	**Hydrology – Operation:** N/A
		Hydrogeology – Construction: The construction works for both projects will be carried out in vicinity of waterbodies. Works on the DART+ West project will be carried out in vicinity of the Royal Canal, while the BusConnects works at this location are close to the River Liffey. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water and/or groundwater bodies. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrogeology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrogeology – Construction:** N/A
		Hydrogeology – Operation: There are no significant likely cumulative Hydrogeological operational phase impacts.	**Hydrogeology – Operation:** N/A	**Hydrogeology – Operation:** N/A
		Biodiversity – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on biodiversity resulting from the displacement of local fauna associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Biodiversity – Construction:** No further mitigation required as part of Dart+ West project.	**Biodiversity – Construction:** N/A
		Biodiversity – Operation: There are no significant likely cumulative Biodiversity operational phase impacts.	**Biodiversity – Operation:** N/A	**Biodiversity – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Archaeology, Architectural & Cultural Heritage – Construction: The proposed DART+ West and the BusConnects Project will carry out works to Cross Guns Bridge (Proposed RPS DCC 8807; NIAH 50060185) which is located along Prospect Road. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Construction:** No further mitigation required as part of Dart+ West project.	**Archaeology, Architectural & Cultural Heritage – Construction:** N/A
		Archaeology, Architectural & Cultural Heritage – Operation: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant operational impacts. Based on the information available, there is potential for long-term cumulative effects on the built heritage of Dublin City in this area due to works on built heritage features. Both projects will develop operational mitigation measures. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A
		Land and Soils – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on land and soils resulting from the resource requirement of both projects, however the potential impacts are not likely to be significant. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Land and Soils – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Land and Soils – Construction:** N/A
		Land and Soils – Operation: There are no significant likely cumulative Land and Soils operational phase impacts.	**Land and Soils – Operation:** N/A	**Land and Soils – Operation:** N/A
		Agri / Non Agri Land take – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Agri / Non Agri Land take – Construction:** No further mitigation required s part of Dart+ West project.	**Agri / Non Agri Land take – Construction:** N/A
		Agri / Non Agri Land take – Operation: No likely significant cumulative effects on agronomy (property/land-take) during the operational phase.	**Agri / Non Agri Land take – Operation:** N/A	**Agri / Non Agri Land take – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Landscape and Visual – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential cumulative landscape and visual effects as a result of the construction sites associated with both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Landscape and Visual – Construction:** No further mitigation required as part of Dart+ West project.	**Landscape and Visual – Construction:** N/A
		Landscape and Visual – Operation: These developments will indirectly support the continued regeneration and development of the Docklands area which will improve the overall landscape and visual environment resulting on indirect positive cumulative effects over the long-term.	**Landscape and Visual – Operation:** N/A	**Landscape and Visual – Operation:** N/A
		Material Assets: Utilities, resources and waste resources – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant on other material assets. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Material Assets: Utilities, resources and waste resources – Construction:** No further mitigation required as part of Dart+ West project.	**Material Assets: Utilities, resources and waste resources – Construction:** N/A
		Material Assets: Utilities, resources and waste resources – Operation: No likely significant cumulative effects during the operational phase.	**Material Assets: Utilities, resources and waste resources – Operation:** N/A	**Material Assets: Utilities, resources and waste resources – Operation:** N/A
		EMF – Construction: No likely significant cumulative effects during the construction phase. **EMF – Operation:** No likely significant cumulative effects during the operational phase.	**EMF – Construction:** N/A **EMF – Operation:** N/A	**EMF – Construction:** N/A **EMF – Operation:** N/A
Project Name: BusConnects Swords to City Centre Core Bus Corridor No. 2 **Applicant:** NTA **Planning application ref:**	According to BusConnects Swords to City Centre Core Bus Corridor No. 2 PC3 brochure, published in November 2020, The Swords to City Centre Core Bus Corridor (CBC) commences on the Swords Road at the Pinnock Hill junction and is routed along Swords Road, Drumcondra Road Upper & Lower and Dorset Street to the junction with North Frederick Street. This CBC is then routed via North Frederick Street and Parnell	**Traffic and Transport – Construction:** Both projects propose road works at this location. There is potential for significant cumulative negative effects on vehicular traffic along Drumcondra Road Lower if the construction works and road closures occur concurrently and/or sequentially. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Traffic and Transport – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Traffic and Transport – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Location: Binn's Bridge **Planning Status:** At the time of writing the BusConnects planning application has not been submitted and therefore there is no detailed information to inform this cumulative assessment.	Square East, where it will join the existing traffic management regime in the City Centre. Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in both directions. The construction areas of the proposed DART+ West and BusConnects Core Bus Corridor No. 2 overlap at OBD223 Binn's Bridge**.** The proposed DART+ West project proposes track lowering and parapet heightening works for OBD223 Binn's Bridge. OHLE installations, utility diversions and drainage works will occur within the perway under the existing bridge. At this location, based on the current design information from the BusConnects project, works within the road carriageway over OBD223 Binn's Bridge are proposed.	**Traffic and Transport – Operation:** Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Traffic and Transport – Operation:** N/A	**Traffic and Transport – Operation:** N/A
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Population – Construction:** No further mitigation required as part of Dart+ West project.	**Population – Construction:** N/A
		Population – Operation: Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Population – Operation:** N/A	**Population – Operation:** N/A
		Human Health – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on human health resulting from the construction activities of both projects. The potential impacts on human health have been assessed as part of respective environmental assessments including air quality, noise, landscape and visual. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Human Health – Construction:** No further mitigation required as part of Dart+ West project.	**Human Health – Construction:** N/A
		Human Health – Operation: Likely long-term positive effects associated with the development of sustainable transport modes, and indirect support for sustainable mobility and the associated cumulative effects (reduction in GHG emissions, etc) associated with both projects.	**Human Health – Operation:** N/A	**Human Health – Operation:** N/A
		Noise and Vibration – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on the noise and vibration environment associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage.	**Noise and Vibration – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Noise and Vibration – Construction:** N/A
		Noise and Vibration – Operation: There are no significant likely cumulative Noise and Vibration operational phase impacts.	**Noise and Vibration – Operation:** N/A	**Noise and Vibration – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Air Quality - Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction activities of both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. These will be updated based on the potential for cumulative impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Air Quality - Construction:** No further mitigation required as part of Dart+ West project.	**Air Quality - Construction:** N/A
		Air Quality – Operation: There are no significant likely cumulative Air Quality operational phase impacts.	**Air Quality – Operation:** N/A	**Air Quality – Operation**: N/A
		Climate – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on climate resulting from the movement of construction vehicles associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Climate – Construction:** No further mitigation required as part of Dart+ West project.	**Climate – Construction:** N/A
		Climate – Operation: It is likely that the improvements in public transport infrastructure proposed by DART+ West and BusConnects will have a long-term positive cumulative effect on climate change and associated emissions reductions required from the transport sector. The investments in public transport infrastructure will also indirectly support sustainable mobility (including walking and cycling) and the support the development of Transit Orientated Developments associated with developing a sustainable Dublin City region.	**Climate – Operation:** N/A	**Climate – Operation:** N/A
		Hydrology – Construction: The construction works for both projects, whereby works for the DART+ West project and the BusConnects project will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental pollution during the construction phases of these developments. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address potential significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrology – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.	**Hydrology – Operation:** N/A	**Hydrology – Operation:** N/A
		Hydrogeology – Construction: The construction works for both projects will be carried out in vicinity of the BusConnects project the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water and/or groundwater bodies. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrogeology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrogeology – Construction:** N/A
		Hydrogeology – Operation: There are no significant likely cumulative Hydrogeological operational phase impacts.	**Hydrogeology – Operation:** N/A	**Hydrogeology – Operation:** N/A
		Biodiversity – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on biodiversity resulting from the displacement of local fauna associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Biodiversity – Construction:** No further mitigation required as part of Dart+ West project.	**Biodiversity – Construction:** N/A
		Biodiversity – Operation: There are no significant likely cumulative Biodiversity operational phase impacts.	**Biodiversity – Operation:** N/A	**Biodiversity – Operation**: N/A
		Archaeology, Architectural & Cultural Heritage – Construction: The proposed DART+ West and the BusConnects Project will carry out works to Binn's Bridge, a protected structure (DCC RPS 908) which is located along Drumcondra Lower Road. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Construction:** No further mitigation required as part of Dart+ West project.	**Archaeology, Architectural & Cultural Heritage – Construction:** N/A
		Archaeology, Architectural & Cultural Heritage – Operation: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant operational impacts. Based on the information available, there is potential for long-term cumulative effects on the built heritage of Dublin City in this area due to works on built heritage features. Both projects will develop operational mitigation measures. All subsequent projects are required to assess impacts in accordance with the EIA Directive	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		and the assessment of cumulative effects which will be undertaken at the respective planning stage.		
		Land and Soils – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on land and soils resulting from the resource requirement of both projects, however the potential impacts are not likely to be significant. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Land and Soils – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Land and Soils – Construction:** N/A
		Land and Soils – Operation: There are no significant likely cumulative Land and Soils operational phase impacts.	**Land and Soils – Operation:** N/A	**Land and Soils – Operation:** N/A
		Agri / Non Agri Land take – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Agri / Non Agri Land take Construction:** No further mitigation required as part of Dart+ West project.	**Agri / Non Agri Land take – Construction:** N/A
		Agri / Non Agri Land take – Operation: No likely significant cumulative effects on agronomy (property/land-take) during the operational phase.	**Agri / Non Agri Land take - Operation:** N/A	**Agri / Non Agri Land take – Operation**: N/A
		Landscape & Visual – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential cumulative landscape and visual effects as a result of the construction sites associated with both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Landscape & Visual – Construction:** No further mitigation required as part of Dart+ West project.	**Landscape & Visual – Construction:** N/A
		Landscape & Visual – Operation: No likely significant cumulative effects on landscape and visual during the operational phase.	**Landscape & Visual – Operation:** N/A	**Landscape & Visual – Operation:** N/A
		Material Assets: Utilities, resources and waste resources – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant on other material assets. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Material Assets**: **Utilities, resources and waste resources – Construction:** No further mitigation required as part of Dart+ West project.	**Material Assets: Utilities, resources and waste resources – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Material Assets: Utilities, resources and waste resources – Operation: No likely significant cumulative effects during the operational phase.	**Material Assets: Utilities, resources and waste resources – Operation:** N/A	**Material Assets: Utilities, resources and waste resources – Operation:** N/A
		EMF – Construction: No likely significant cumulative effects during the construction phase. **EMF – Operation:** No likely significant cumulative effects during the operational phase.	**EMF – Construction:** N/A **EMF – Operation:** N/A	**EMF – Construction:** N/A **EMF – Operation:** N/A
Project Name: BusConnects Blanchardstown to City Centre Core Bus Corridor No.5 **Applicant**: NTA **Planning Application ref:** None. **Location:** R147 Navan Road/Ashtown Road **Planning Status:** At the time of writing the BusConnects planning application has not been submitted and therefore there is no detailed information to inform this cumulative assessment.	According to the BusConnects Core Bus Corridor No.5 Blanchardstown to City Centre PC3 brochure published in November 2020, The Blanchardstown to City Centre Core Bus Corridor (CBC) commences on the north side of the South Blanchardstown Road junction with the N3. The CBC proceeds on the R121 Blanchardstown Road South into the Blanchardstown Shopping Centre. From a new terminus to the north-west of Blanchardstown Shopping Centre the CBC is routed onto the N3 Navan Road via the Snugborough Road junction, and follows the N3 and Navan Road as far as the junction with the Old Cabra Road. From here the CBC is routed along Old Cabra Road, Prussia Street and Manor Street to the junction with North Brunswick Street. The CBC is then routed via Blackhall Place as far as the junction with Ellis Quay and Arran Quay, where it will join the existing traffic management regime on the North Quays. Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in both directions, with alternative measures proposed at particularly constrained locations. The construction areas of the proposed DART+ West and BusConnects Core Bus Corridor No. 3 overlap at Navan Road/Ashtown Road. The proposed DART+ West project proposes a new permanent OHLE compound will be constructed beside Navan Road station. The works will consist in	**Traffic and Transport – Construction:** The proposed DART+ Project proposes to locate a temporary construction compound to the west of Navan Road Parkway train station which will generate HGV movements along the road network, R147 Navan Road in particular. Road works and diversions along Ashtown Road proposed as part of DART+ West are also likely to impact on vehicular traffic. The BusConnects project proposes works along R147 Navan Road. There is potential for significant cumulative negative effects on vehicular traffic along R147 Navan Road and Ashtown Road if the construction works and road closures occur concurrently and/or sequentially. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Traffic and Transport – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Traffic and Transport – Construction:** N/A
		Traffic and Transport – Operation: Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Traffic and Transport – Operation:** N/A	**Traffic and Transport – Operation:** N/A
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Population – Construction:** No further mitigation required as part of Dart+ West project.	**Population – Construction:** N/A
		Population – Operation: Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Population – Operation:** N/A	**Population – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	the construction of OHLE Navan Road Permanent Maintenance Building and the associated urban development. At Ashtown, the proposed DART+ West project requires the re-routing of Ashtown Road to the west under both the railway and the Royal Canal via an underpass structure. A pedestrian and cyclist bridge is provided at Ashtown Station. At this location, based on the current design information from the BusConnects project, it is proposed to provide a continuous bus lane in both directions on the roundabout over the M50. It is intended to provide additional bus BusConnects Core Bus Corridors / 5. Blanchardstown > City Centre 14 stops at Auburn Avenue. The cycle track along the Navan Road adjacent to Castleknock Manor has been removed and Castleknock Manor has been designated as a Quiet Street to cater for cyclists, as well as vehicular traffic. This cycle facility will tie into the proposed Greater Dublin Area Proposed Cycle Network that will run along Castleknock Manor. The bus lane will be directed up the on and off slip roads to provide access to the bus stops serving the Navan Road Parkway. The outbound traffic lanes will be rearranged from two general traffic lanes to one general traffic lane and one bus lane. It is proposed to modify the Navan Road roundabout at Ashtown Road to a signal controlled roundabout – keeping the existing trees on the central island. At this junction, it is proposed to terminate the two-way cycle way (west of the junction) and to transition to a segregated cycle track on each side of the carriageway (east of the junction). A general traffic lane and bus lane in both directions are to be provided along Navan Road, with one-way cycle tracks on both sides of the road. Proposed junction layouts include a right turn lane from Navan Road (westbound) to Kinvara Avenue. The previously proposed eastbound right turn	**Human Health – Construction:** Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on human health resulting from the construction activities of both projects. The potential impacts on human health have been assessed as part of respective environmental assessments including air quality, noise, landscape and visual. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Human Health – Construction:** No further mitigation required as part of Dart+ West project.	**Human Health – Construction:** N/A
		Human Health – Operation: Likely long-term positive effects associated with the development of sustainable transport modes, and indirect support for sustainable mobility and the associated cumulative effects (reduction in GHG emissions, etc.) associated with both projects.	**Human Health – Operation:** N/A	**Human Health – Operation:** N/A
		Noise and Vibration – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on the noise and vibration environment associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage.	**Noise and Vibration – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Noise and Vibration – Construction:** N/A
		Noise and Vibration – Operation: There are no significant likely cumulative Noise and Vibration operational phase impacts.	**Noise and Vibration – Operation:** No mitigation required.	**Noise and Vibration – Operation:** N/A
		Air Quality - Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction activities of both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. These will be updated based on the potential for cumulative impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Air Quality - Construction:** No further mitigation required as part of Dart+ West project.	**Air Quality - Construction:** N/A
		Air Quality – Operation: There are no significant likely cumulative Air Quality operational phase impacts.	**Air Quality – Operation:** N/A	**Air Quality – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	lane into Baggot Road has been removed, although a right turn movement is allowed.	**Climate – Construction:** Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on climate resulting from the movement of construction vehicles associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Climate – Construction:** No further mitigation required as part of Dart+ West project.	**Climate – Construction:** N/A
		Climate – Operation: It is likely that the improvements in public transport infrastructure proposed by DART+ West and BusConnects will have a long-term positive cumulative effect on climate change and associated emissions reductions required from the transport sector. The investments in public transport infrastructure will also indirectly support sustainable mobility (including walking and cycling) and the support the development of Transit Orientated Developments associated with developing a sustainable Dublin City region.	**Climate – Operation:** N/A	**Climate – Operation:** N/A
		Hydrology – Construction: The construction works for both projects will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental pollution during the construction phases of these developments. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address potential significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrology – Construction:** N/
		Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.	**Hydrology – Operation:** No mitigation required.	**Hydrology – Operation:** N/A
		Hydrogeology – Construction: The construction works for both projects will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water and/or groundwater bodies. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrogeology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrogeology – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hydrogeology – Operation: There are no significant likely cumulative Hydrogeological operational phase impacts.	**Hydrogeology – Operation:** N/A	**Hydrogeology – Operation:** N/A
		Biodiversity – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on biodiversity resulting from the displacement of local fauna associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Biodiversity – Construction:** No further mitigation required as part of Dart+ West project.	**Biodiversity – Construction:** N/A
		Biodiversity – Operation: There are no significant likely cumulative Biodiversity operational phase impacts.	**Biodiversity – Operation:** N/A	**Biodiversity – Operation:** N/A
		Archaeology, Architectural & Cultural Heritage – Construction: The proposed DART+ West and the BusConnects Project will carry out works along the existing road network at this location. No known features of archaeological, architectural or cultural heritage significance are affected by either project at this location. However, there is potential for cumulative impacts on unknown archaeological features. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Construction:** No further mitigation required as part of Dart+ West project.	**Archaeology, Architectural & Cultural Heritage – Construction:** N/A
		Archaeology, Architectural & Cultural Heritage – Operation: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant operational impacts. Based on the information available, there is potential for long-term cumulative effects on the built heritage of Dublin City in this area due to works on built heritage features. Both projects will develop operational mitigation measures. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A
		Land and Soils – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on land and soils resulting from the resource requirement of both projects, however their potential impacts are not likely to be significant. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Land and Soils – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Land and Soils – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Land and Soils - Operation: There are no significant likely cumulative Land and Soils operational phase impacts.	**Land and Soils – Operation:** N/A	**Land and Soils – Operation:** N/A
		Agri / Non Agri Land take – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Agri / Non Agri Land take – Construction:** No further mitigation required as part of Dart+ West project.	**Agri / Non Agri Land take – Construction:** N/A
		Agri / Non Agri Land take – Operation: No likely significant cumulative effects on agronomy (property/land-take) during the operational phase.	**Agri / Non Agri Land take – Operation:** N/A	**Agri / Non Agri Land take – Operation:** N/A
		Landscape & Visual – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential cumulative landscape and visual effects as a result of the construction sites associated with both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Landscape & Visual – Construction:** No further mitigation required as part of Dart+ West project.	**Landscape & Visual – Construction:** N/A
		Landscape & Visual – Operation: No likely significant cumulative effects during the operational phase.	**Landscape & Visual – Operation:** N/A	**Landscape & Visual – Operation:** N/A
		Material Assets: Utilities, resources and waste resources – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant on other material assets. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Material Assets: Utilities, resources and waste resources – Construction:** No further mitigation required as part of Dart+ West project.	**Material Assets: Utilities, resources and waste resources – Construction:** N/A
		Material Assets: Utilities, resources and waste resources – Operation: No likely significant cumulative effects during the operational phase.	**Material Assets: Utilities, resources and waste resources – Operation:** N/A	**Material Assets: Utilities, resources and waste resources – Operation:** N/A
		EMF – Construction: No likely significant cumulative effects during the construction phase.	**EMF – Construction:** N/A	**EMF – Construction:** N/A
		EMF – Operation: No likely significant cumulative effects during the operational phase.	**EMF – Operation:** N/A	**EMF – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Project Name: Metrolink **Applicant:** NTA/ TII **Planning Application ref:** None. **Location:** Glasnevin, Railway Tracks West of OBO11 Prospect Road to Glasnevin Junction & Tara Street **Planning Status:** At the time of writing the Metrolink planning application has not been submitted and therefore there is no detailed information to inform this cumulative assessment.	According to the Metrolink preferred Route 2019 Report, the MetroLink project proposes a high-capacity, high-frequency rail line running from Swords to Charlemont, linking Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services, creating fully integrated public transport in the Greater Dublin Area. As well as linking major transport hubs, MetroLink will connect key destinations including Ballymun, the Mater Hospital, the Rotunda Hospital, Dublin City University and Trinity College Dublin. Much of the 19 kilometre route will run underground, an exciting innovation for Irish public transport. The underground section of MetroLink is constructed by two separate methods. The stations are constructed using the "cut and-cover" method – excavating the site from ground level and covering it up again. The tunnels between stations are bored using Tunnel Boring Machines. There are a number of locations where the Metrolink project overlaps, or is in the vicinity of the DART+ West project. These key locations are described below. **Glasnevin** At this location, based on the current design information from the MetroLink project, a Metrolink station is proposed at Glasnevin. This is where MetroLink will interchange with Iarnród Éireann where the north-western line from Sligo/Maynooth to Dublin, and the southwestern commuter line from Newbridge/ Hazelhatch to Grand Canal Dock converge at Whitworth Road increasing demand for both MetroLink and Iarnród Éireann services. **Tracks West of OBO11 Prospect Road to Glasnevin Junction** At this location, based on the current design information from the MetroLink project, track realignment works are proposed to the	**Traffic and Transport – Construction:** Glasnevin - Both projects propose road and rail works at this location. The construction areas of the proposed DART+ West and Metrolink projects overlap at Glasnevin. Both projects propose rail and road works at this location and are likely to generate HGV movements in this area. There is potential for significant cumulative negative effects on rail operation and vehicular traffic along Prospect Road if the construction works and road closures occur concurrently and/or sequentially. Tracks West of OBO11 Prospect Road to Glasnevin Junction - The construction areas of the proposed DART+ West and Metrolink projects overlap along tracks west of OBO11 Prospect Road to Glasnevin Junction. Both projects propose rail works along the MGWR and GWSR rail lines at this location and are likely to generate HGV movements in this area. There is potential for significant cumulative negative effects on rail operation if the construction works and road closures occur concurrently and/or sequentially. Tara Street - The proposed DART+ West project will electrify the existing railway line as far as The Custom House Quay north of the River Liffey. The Metrolink project will construct a new underground station next to the existing Tara Street train station. Both projects are likely to generate HGV movements in this area. There is potential for cumulative negative effects on the road network if the construction works and road closures occur concurrently and/or sequentially. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Traffic and Transport – Construction:** CIÉ will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Traffic and Transport – Construction:** N/A
		Traffic and Transport – Operation: Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Traffic and Transport – Operation:** N/A	**Traffic and Transport – Operation:** N/A
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Population – Construction:** No further mitigation required as part of Dart+ West project.	**Population – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	MGWR & GSWR line west of the proposed Metrolink Glasnevin station. A new bridge is also proposed to carry the realignment MGWR line over the GSWR line. **Tara Street** According to the Metrolink preferred Route 2019 Report, Tara is an important station as MetroLink will interconnect with DART and Iarnród Éireann services here. The Emerging Preferred Route necessitated acquiring and demolishing the College Gate complex and the Sport and Fitness Markievicz centre owned by Dublin City Council.	**Population – Operation:** Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Population – Operation:** N/A	**Population – Operation:** N/A
		Human Health – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on human health resulting from the construction activities of both projects. The potential impacts on human health have been assessed as part of respective environmental assessments including air quality, noise, landscape and visual. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Human Health – Construction:** No further mitigation required as part of Dart+ West project.	**Human Health – Construction:** N/A
		Human Health – Operation: Likely long-term positive effects associated with the development of sustainable transport modes, and indirect support for sustainable mobility and the associated cumulative effects (reduction in GHG emissions, etc.) associated with both projects.	**Human Health – Operation:** N/A	**Human Health – Operation:** N/A
		Noise and Vibration – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on the noise and vibration environment associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage.	**Noise and Vibration – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Noise and Vibration – Construction:** N/A
		Noise and Vibration – Operation: There are no significant likely cumulative Noise and Vibration operational phase impacts.	**Noise and Vibration – Operation:** N/A	**Noise and Vibration – Operation:** N/A
		Air Quality - Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction activities of both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. These will be updated based on the potential for cumulative impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Air Quality - Construction:** No further mitigation required as part of Dart+ West project.	**Air Quality - Construction:** N/A
		Air Quality – Operation: There are no significant likely cumulative Air Quality operational phase impacts.	**Air Quality – Operation:** N/A	**Air Quality – Operation**: N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Climate – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on climate resulting from the movement of construction vehicles associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Climate – Construction:** No further mitigation required as part of Dart+ West project.	**Climate – Construction:** N/A
		Climate – Operation: It is likely that the improvements in public transport infrastructure proposed by DART+ West and Metrolink will have a long-term positive cumulative effect on climate change and associated emissions reductions required from the transport sector. The investments in public transport infrastructure will also indirectly support sustainable mobility (including walking and cycling) and the support the development of Transit Orientated Developments associated with developing a sustainable Dublin City region.	**Climate – Operation:** N/A	**Climate – Operation:** N/A
		Hydrology – Construction: The construction works for both projects will be carried out in vicinity of significant waterbodies, whereby works for the DART+ West and the Metrolink project will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental pollution during the construction phases of these developments. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address potential significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrology – Construction:** N/A
		Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.	**Hydrology – Operation:** N/A	**Hydrology – Operation**: N/A
		Hydrogeology – Construction: The construction works for both projects will be carried out in vicinity of waterbodies. Works on the DART+ West project and the Metrolink project will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water and/or groundwater bodies. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrogeology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrogeology – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hydrogeology – Operation: There are no significant likely cumulative Hydrogeological operational phase impacts.	**Hydrogeology – Operation:** N/A	**Hydrogeology – Operation:** N/A
		Biodiversity – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on biodiversity resulting from the displacement of local fauna associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Biodiversity – Construction:** No further mitigation required as part of Dart+ West project.	**Biodiversity – Construction:** N/A
		Biodiversity – Operation: There are no significant likely cumulative Biodiversity operational phase impacts.	**Biodiversity – Operation:** N/A	**Biodiversity – Operation:** N/A
		Archaeology, Architectural & Cultural Heritage – Construction: The proposed DART+ West and Metrolink project will carry out works to, and in vicinity of, protected structures such as Cross Guns Bridge (Proposed RPS DCC 8807; NIAH 50060185) along Prospect Road. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Construction:** No further mitigation required as part of Dart+ West Project.	**Archaeology, Architectural & Cultural Heritage – Construction:** N/A
		Archaeology, Architectural & Cultural Heritage – Operation: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant operational impacts. Based on the information available, there is potential for long-term cumulative effects on the built heritage of Dublin City in this area due to works on built heritage features. Both projects will develop operational mitigation measures. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Operation**: N/A	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A
		Land and Soils – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on land and soils resulting from the resource requirement of both projects, however their potential impacts are not likely to be significant. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Land and Soils – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Land and Soils – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Land and Soils – Operation: There are no significant likely cumulative Land and Soils operational phase impacts.	**Land and Soils – Operation:** N/A	**Land and Soils – Operation:** N/A
		Agri / Non Agri Land take – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Agri / Non Agri Land take – Construction:** No further mitigation required as part of Dart+ West project.	**Agri / Non Agri Land take – Construction:** N/A
		Agri / Non Agri Land take – Operation: No likely significant cumulative effects on agronomy (property/land-take) during the operational phase.	**Agri / Non Agri Land take – Operation:** N/A	**Agri / Non Agri Land take – Operation:** N/A
		Landscape & Visual – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential cumulative landscape and visual effects as a result of the construction sites associated with both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Landscape & Visual – Construction:** No further mitigation required as part of Dart+ West Project.	**Landscape & Visual – Construction:** N/A
		Landscape & Visual – Operation: No likely significant cumulative effects during the operational phase.	**Landscape & Visual – Operation:** N/A	**Landscape & Visual – Operation:** N/A
		Material Assets: Utilities, resources and waste resources – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant on other material assets. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Material Assets: Utilities, resources and waste resources – Construction:** No further mitigation required as part of Dart+ West project.	**Material Assets: Utilities, resources and waste resources – Construction:** N/A
		Material Assets: Utilities, resources and waste resources – Operation: No likely significant cumulative effects during the operational phase.	**Material Assets: Utilities, resources and waste resources – Operation:** N/A	**Material Assets: Utilities, resources and waste resources – Operation:** N/A
		EMF – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**EMF – Construction:** No further mitigation required as part of Dart+ West project.	**EMF – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		EMF – Operation: The cumulative effect of electric and magnetic fields in the RF and microwave frequency ranges is negligible. Likewise, there is not anticipated to be notable cumulative effects in the range of AC fields. At locations where the proposed development crosses perpendicular to another line or future line, for example the proposed Metrolink at Glasnevin there would be no cumulative effect around the rails, except for at the exact intersection point. The only equipment that would be located at these exact intersection points are equipment associated with the proposed development and Metrolink equipment, as well as passengers on the trains. From a human health perspective cumulative levels would still be well below guideline limits for public exposure.	**EMF – Operation:** N/A	**EMF – Operation:** imperceptible.
Project Name: Luas Finglas **Applicant**: TII / NTA **Planning Application ref:** None **Location:** Broombridge **Planning Status:**. At the time of writing the Luas Finglas planning application has not been submitted and therefore there is no detailed information to inform this cumulative assessment.	According to the Luas Finglas Public Consultation Preferred Route 2021 Brochure, Luas Finglas is the next extension of the Luas Green Line and will create a new public transport connection between the communities of Charlestown, Finglas Village, Finglas west, St Helena's, Tolka Valley and the city centre. The proposed route will include four new stops along its 3.9 kilometre length. These are at St Helena's, Finglas Village, St Margaret's Road and Charlestown. A 350-vehicle Park and Ride facility will be provided near the St Margaret's Road stop, close to the M50. Most of the route will be built using grass track, an attractive and sustainable innovation for urban transport in Ireland. The construction areas of the proposed DART+ West and Luas Finglas projects overlap at Broome Bridge. The proposed DART+ West project proposes the modification of Broome Bridge which consists of the modification of the current arch deck to accommodate the OHLE and reconstruction of a new precast arch deck. During the reconstruction of the bridge deck, Broombridge Road vehicular access over the bridge will be closed. Therefore, until the construction is complete, passing traffic will be diverted.	**Traffic and Transport – Construction:** The proposed diversion route for road traffic associated with the reconstruction of OBG5 Broombridge (as part of DART+ West) and the proposed diversions associated with the Luas Finglas project along Broombridge Road. There is potential for significant cumulative negative effects on vehicular traffic if the construction works and road closures occur concurrently and/or sequentially. Specifically, road closure at Broombridge Road. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Traffic and Transport – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Traffic and Transport – Construction:** N/A
		Traffic and Transport – Operation: Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Traffic and Transport – Operation:** N/A	**Traffic and Transport – Operation:** N/A
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Population – Construction:** No further mitigation required as part of Dart+ West project.	**Population – Construction:** N/A
		Population – Operation: Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Population – Operation:** N/A	**Population – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	At this location, based on the current design information from the Luas Finglas project, the preferred route commences at the existing Broombridge Luas stop and travels north crossing the Royal Canal and Maynooth rail line over a new bridge. From there, the line proceeds north to Ballyboggan Road adjacent to the Dublin Industrial Estate.	**Human Health – Construction:** Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on human health resulting from the construction activities of both projects. The potential impacts on human health have been assessed as part of respective environmental assessments including air quality, noise, landscape and visual. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Human Health – Construction:** No further mitigation required as part of Dart+ West project.	**Human Health – Construction:** N/A
		Human Health – Operation: Likely long-term positive effects associated with the development of sustainable transport modes, and indirect support for sustainable mobility and the associated cumulative effects (reduction in GHG emissions, etc.) associated with both projects.	**Human Health – Operation:** N/A	**Human Health – Operation:** N/A
		Noise and Vibration – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on the noise and vibration environment associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage.	**Noise and Vibration – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Noise and Vibration – Construction:** N/A
		Noise and Vibration – Operation: There are no significant likely cumulative Noise and Vibration operational phase impacts.	**Noise and Vibration – Operation:** N/A	**Noise and Vibration – Operation:** N/A
		Air Quality – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction activities of both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. These will be updated based on the potential for cumulative impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Air Quality – Construction:** No further mitigation required as part of Dart+ West project.	**Air Quality – Construction:** N/A
		Air Quality – Operation: There are no significant likely cumulative Air Quality operational phase impacts.	**Air Quality – Operation:** N/A	**Air Quality – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Climate – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on climate resulting from the movement of construction vehicles associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Climate – Construction:** No further mitigation required as part of Dart+ West project.	**Climate – Construction:** N/A
		Climate – Operation: It is likely that the improvements in public transport infrastructure proposed by DART+ West and Luas Finglas will have a long-term positive cumulative effect on climate change and associated emissions reductions required from the transport sector. The investments in public transport infrastructure will also indirectly support sustainable mobility (including walking and cycling) and the support the development of Transit Orientated Developments associated with developing a sustainable Dublin City region.	**Climate – Operation:** N/A	**Climate – Operation:** N/A
		Hydrology – Construction: The construction works for both projects will be carried out in vicinity of significant waterbodies, whereby works for the DART+ West and the Luas Finglas projects will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental pollution during the construction phases of these developments. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address potential significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrology – Construction:** N/A
		Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.	**Hydrology – Operation:** N/A	**Hydrology – Operation:** N/A
		Hydrogeology – Construction: The construction works for both projects will be carried out in vicinity of waterbodies. Works on the DART+ West and Luas Finglas project will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water and/or groundwater bodies. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrogeology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrogeology – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hydrogeology – Operation: There are no significant likely cumulative Hydrogeological operational phase impacts.	**Hydrogeology – Operation:** N/A	**Hydrogeology – Operation:** N/A
		Biodiversity – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on biodiversity resulting from the displacement of local fauna associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Biodiversity – Construction:** No further mitigation required as part of Dart+ West project.	**Biodiversity – Construction:** N/A
		Biodiversity – Operation: There are no significant likely cumulative Biodiversity operational phase impacts.	**Biodiversity – Operation:** N/A	**Biodiversity – Operation:** N/A
		Archaeology, Architectural & Cultural Heritage – Construction: The DART+ West Project proposes to carry out deck modification works to OBG5 Broombridge. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Construction:** No further mitigation required as part of Dart+ West project.	**Archaeology, Architectural & Cultural Heritage – Construction:** N/A
		Archaeology, Architectural & Cultural Heritage – Operation: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant operational impacts. Based on the information available, there is potential for long-term cumulative effects on the built heritage of Dublin City in this area due to works on built heritage features. Both projects will develop operational mitigation measures. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A
		Land and Soils – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on land and soils resulting from the resource requirement of both projects, however the potential impacts are not likely to be significant. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Land and Soils – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Land and Soils – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Land and Soils – Operation: There are no significant likely cumulative Land and Soils operational phase impacts.	**Land and Soils – Operation:** N/A	**Land and Soils – Operation:** N/A
		Agri / Non Agri Land take – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Agri / Non Agri Land take – Construction:** No further mitigation required as part of Dart+ West project.	**Agri / Non Agri Land take – Construction:** N/A
		Agri / Non Agri Land take – Operation: No likely significant cumulative effects on agronomy (property/land-take) during the operational phase.	**Agri / Non Agri Land take – Operation:** N/A	**Agri / Non Agri Land take – Operation:** N/A
		Landscape and Visual – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential cumulative landscape and visual effects as a result of the construction sites associated with both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Landscape and Visual – Construction:** No further mitigation required as part of Dart+ West project.	**Landscape and Visual – Construction:** N/A
		Landscape and Visual – Operation: No likely significant cumulative effects during the operational phase.	**Landscape and Visual – Operation:** N/A	**Landscape and Visual – Operation**: N/A
		Material Assets: Utilities, resources and waste resources – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant on other material assets. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Material Assets: Utilities, resources and waste resources – Construction:** No further mitigation required as part of Dart+ West project.	**Material Assets: Utilities, resources and waste resources – Construction:** N/A
		Material Assets: Utilities, resources and waste resources – Operation: No likely significant cumulative effects during the operational phase.	**Material Assets: Utilities, resources and waste resources – Operation:** N/A	**Material Assets: Utilities, resources and waste resources – Operation:** N/A
		EMF – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**EMF – Construction:** No further mitigation required as part of Dart+ West project.	**EMF – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		EMF – Operation: No likely significant cumulative effects during the operational phase.	**EMF – Operation:** N/A	**EMF – Operation:** N/A
Project Name: Royal Canal Urban Greenway **Applicant**: NTA **Planning Application ref:** None **Location:** eastwards from the Kildare County Boundary to the Old Navan Road (near 12th Lock) **Planning Status:** At the time of writing the Royal Canal Urban Greenway planning application has not been submitted and therefore there is no detailed information to inform this cumulative assessment.	Fingal County Council in conjunction with the NTA and Waterways Ireland is proposing to develop the Royal Canal Urban Greenway, which will provide a safe, high quality, sustainable transport and recreational route serving Castleknock, Blanchardstown, Clonsilla, Coolmine and the wider Dublin 15 area. The Royal Canal Urban Greenway is a pedestrian and cycle route which is to be constructed along /adjacent to the Royal Canal as it heads eastwards from the Kildare County Boundary to the Old Navan Road (near 12th Lock) to connect with a previously constructed section of the Greenway. The proposed development is a joint scheme, Fingal County Council (the Client) is the scheme promoter in conjunction with the National Transport Authority (NTA) as the funding body and Waterways Ireland (WI) who are the principal property owner. The Royal Canal Urban Greenway will provide a shared pedestrian/cycle route on/adjacent to the Royal Canal towpath over an approximate length of 8.1km which will tie in with the completed section of the Ashtown Greenway at Talbot Bridge (Old Navan Road) in the east and the Kildare County Council greenway section at the County boundary in the west. The construction areas of the proposed DART+ West and Royal Canal Urban Greenway projects overlap between the Kildare County Boundary to the east and the Old Navan Road (near 12th Lock). The proposed DART+ West includes OHLE installation, drainage and utility diversions as well as the closure and the provision of replacement road infrastructure at	**Traffic and Transport – Construction:** The proposed DART+ West Project will result in temporary localised closures of the Royal Canal to facilitate the proposed works. Closures of sections of the Royal Canal are also likely for this project. There is potential for cumulative negative effects on pedestrian and cyclists accessibility along the Royal Canal if the construction works and road closures occur concurrently and/or sequentially. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Traffic and Transport – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Traffic and Transport – Construction:** N/A
		Traffic and Transport – Operation: Likely long-term positive effects are envisaged due to the provision of vehicular, pedestrian and cyclists' connectivity in urban areas.	**Traffic and Transport – Operation:** N/A	**Traffic and Transport – Operation:** N/A
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant. **Population – Operation:** Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Population – Construction:** No further mitigation required as part of Dart+ West project. **Population – Operation:** N/A	**Population – Construction:** N/A **Population – Operation:** N/A
		Human Health – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on human health resulting from the construction activities of both projects. The potential impacts on human health have been assessed as part of respective environmental assessments including air quality, noise, landscape and visual. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Human Health – Construction:** No further mitigation required as part of Dart+ West project.	**Human Health – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	Porterstown and Barberstown level crossings.	**Human Health – Operation:** Likely long-term positive effects associated with the development of sustainable transport modes, and indirect support for sustainable mobility and the associated cumulative effects (reduction in GHG emissions, etc.) associated with both projects.	**Human Health – Operation:** N/A	**Human Health – Operation:** N/A
		Noise and Vibration – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on the noise and vibration environment associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage.	**Noise and Vibration – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Noise and Vibration – Construction:** N/A
		Noise and Vibration – Operation: There are no significant likely cumulative Noise and Vibration operational phase impacts.	**Noise and Vibration – Operation:** N/A	**Noise and Vibration – Operation:** N/A
		Air Quality – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction activities of both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. These will be updated based on the potential for cumulative impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Air Quality – Construction:** No further mitigation required as part of Dart+ West project.	**Air Quality – Construction:** N/A
		Air Quality – Operation: There are no significant likely cumulative Air Quality operational phase impacts.	**Air Quality – Operation:** N/A	**Air Quality – Operation:** N/A
		Climate – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on climate resulting from the movement of construction vehicles associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Climate – Construction:** No further mitigation required as part of Dart+ West project.	**Climate – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Climate – Operation: It is likely that the improvements in public transport infrastructure proposed by DART+ West and the Royal Canal Greenway will have a long-term positive cumulative effect on climate change and associated emissions reductions required from the transport sector. The investments in public transport infrastructure will also indirectly support sustainable mobility (including walking and cycling) and the support the development of Transit Orientated Developments associated with developing a sustainable Dublin City region.	**Climate – Operation:** N/A	**Climate – Operation:** N/A
		Hydrology – Construction: The construction works for both projects will be carried out in vicinity of significant waterbodies, whereby works for the DART+ West and the Royal Canal Greenway projects will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental pollution during the construction phases of these developments. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address potential significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrology – Construction:** N/A
		Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.	**Hydrology – Operation:** N/A	**Hydrology – Operation:** N/A
		Hydrogeology – Construction: The construction works for both projects will be carried out in vicinity of waterbodies. Works on the DART+ West and the Royal Canal Greenway projects will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water and/or groundwater bodies. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrogeology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrogeology – Construction:** N/A
		Hydrogeology – Operation: There are no significant likely cumulative Hydrogeological operational phase impacts.	**Hydrogeology – Operation:** N/A	**Hydrogeology – Operation:** N/A
		Biodiversity – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on biodiversity resulting from the displacement of local fauna associated with construction activities of both projects.	**Biodiversity – Construction:** No further mitigation required as part of Dart+ West project.	**Biodiversity – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage. **Biodiversity – Operation:** There are no significant likely cumulative Biodiversity operational phase impacts.	**Biodiversity – Operation:** N/A	**Biodiversity – Operation:** N/A
		Archaeology, Architectural & Cultural Heritage – Construction: The proposed DART+ West project will carry out works along the existing road network at this location, while the Royal Canal Urban Greenway will carry out works within the existing Royal Canal towpath. No known features of archaeological, architectural or cultural heritage significance are affected by either project at this location. However, there is potential for cumulative impacts on unknown archaeological features. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage. **Archaeology, Architectural & Cultural Heritage – Operation:** Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant operational impacts. Based on the information available, there is potential for long-term cumulative effects on the built heritage of Dublin City in this area due to works on built heritage features. Both projects will develop operational mitigation measures. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Construction:** No further mitigation required as part of Dart+ West project. **Archaeology, Architectural & Cultural Heritage – Operation:** N/A	**Archaeology, Architectural & Cultural Heritage – Construction:** N/A **Archaeology, Architectural & Cultural Heritage – Operation:** N/A
		Land and Soils – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on land and soils resulting from the resource requirement of both projects, however the potential impacts are not likely to be significant. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage. **Land and Soils – Operation:** There are no significant likely cumulative Land and Soils operational phase impacts.	**Land and Soils – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts. **Land and Soils – Operation:** N/A	**Land and Soils – Construction:** N/A **Land and Soils – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Agri / Non Agri Land take – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage. **Agri / Non Agri Land take – Operation:** No likely significant cumulative effects on agronomy (property/land-take) during the operational phase.	**Agri / Non Agri Land take – Construction:** No further mitigation required as part of Dart+ West project. **Agri / Non Agri Land take – Operation:** N/A	**Agri / Non Agri Land take – Construction:** N/A **Agri / Non Agri Land take – Operation:** N/A
		Landscape and Visual – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential cumulative landscape and visual effects as a result of the construction sites associated with both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage. **Landscape and Visual – Operation:** No likely significant cumulative effects during the operational phase.	**Landscape and Visual – Construction:** No further mitigation required as part of Dart+ West project. **Landscape and Visual – Operation:** N/A	**Landscape and Visual – Construction:** N/A **Landscape and Visual – Operation**: N/A
		Material Assets: Utilities, resources and waste resources – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant on other material assets. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Material Assets: Utilities, resources and waste resources – Construction:** No further mitigation required as part of Dart+ West project.	**Material Assets: Utilities, resources and waste resources – Construction:** N/A
		Material Assets: Utilities, resources and waste resources – Operation: No likely significant cumulative effects during the operational phase.	**Material Assets: Utilities, resources and waste resources – Operation:** N/A	**Material Assets: Utilities, resources and waste resources – Operation:** N/A
		EMF – Construction: No likely significant cumulative effects during the construction phase. **EMF – Operation:** No likely significant cumulative effects during the operational phase.	**EMF – Construction:** N/A. **EMF – Operation:** N/A	**EMF – Construction:** N/A **EMF – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Project Name: The Royal Canal Greenway Cycle and Pedestrian Route Phase 4 **Applicant**: Dublin City Council **Planning Application ref:** None **Location:** between Phibsborough in Dublin 7 and Ashtown in Dublin 15 **Planning Status:** At the time of writing the Royal Canal Greenway Cycle and Pedestrian Route Phase 4 planning application has not been submitted and therefore there is no detailed information to inform this cumulative assessment.	The Royal Canal Greenway Cycle and Pedestrian Route Phase 4 scheme commences at Cross Guns Bridge on Phibsborough Road continuing along the Royal Canal to the Village Centre at Ashtown and is approximately 4.2km in length as previously granted under planning reference number of the existing Part 8 in place: 2870/15. The amending Part VIII Report for this project proposes to widen the towpath by narrowing the canal at the following three locations: • West of Lock 6 for approximately 600m, narrowing by up to 2.15m • West of Broombridge for approximately 345m, narrowing by up to 1.4m • West of Lock 8 for approximately 85m, narrowing by up to 1.75m A Part VIII Planning Report and an Ecological Impact Assessment have been prepared for the project. The primary objective of the scheme is to provide a premium quality cycle and pedestrian facility with environmental enhancements to encourage and promote cycling and walking in the Dublin region The construction areas of the proposed DART+ West and The Royal Canal Greenway Cycle and Pedestrian Route Phase 4 projects overlap between Phibsborough in Dublin 7 and Ashtown in Dublin 15. The proposed DART+ West includes OHLE installation, drainage and utility diversions as well as the closure and the provision of replacement road infrastructure at Ashtown level crossings.	**Traffic and Transport – Construction:** The proposed DART+ West Project will result in temporary localised closures of the Royal Canal to facilitate the proposed works. Closures of sections of the Royal Canal are also likely for this project. There is potential for cumulative negative effects on pedestrian and cyclists accessibility along the Royal Canal if the construction works and road closures occur concurrently and/or sequentially. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Traffic and Transport – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Traffic and Transport – Construction:** N/A
	Traffic and Transport – Operation: Likely long-term positive effects are envisaged due to the provision of vehicular, pedestrian and cyclists' connectivity in urban areas.	**Traffic and Transport – Operation:** N/A	**Traffic and Transport – Operation:** N/A
	Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Population – Construction:** No further mitigation required as part of Dart+ West project.	**Population – Construction:** N/A
	Population – Operation: Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Population – Operation:** N/A	**Population – Operation:** N/A
	Human Health – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on human health resulting from the construction activities of both projects. The potential impacts on human health have been assessed as part of respective environmental assessments including air quality, noise, landscape and visual. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Human Health – Construction:** No further mitigation required as part of Dart+ West project.	**Human Health – Construction:** N/A
	Human Health – Operation: Likely long-term positive effects associated with the development of sustainable transport modes, and indirect support for sustainable mobility and the associated cumulative effects (reduction in GHG emissions, etc.) associated with both projects.	**Human Health – Operation:** N/A	**Human Health – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Noise and Vibration – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on the noise and vibration environment associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage.	**Noise and Vibration – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Noise and Vibration – Construction:** N/A
		Noise and Vibration – Operation: There are no significant likely cumulative Noise and Vibration operational phase impacts.	**Noise and Vibration – Operation:** N/A	**Noise and Vibration – Operation:** N/A
		Air Quality – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction activities of both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. These will be updated based on the potential for cumulative impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Air Quality – Construction:** No further mitigation required as part of Dart+ West project.	**Air Quality – Construction:** N/A
		Air Quality – Operation: There are no significant likely cumulative Air Quality operational phase impacts.	**Air Quality – Operation:** N/A	**Air Quality – Operation:** N/A
		Climate – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on climate resulting from the movement of construction vehicles associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Climate – Construction:** No further mitigation required as part of Dart+ West project.	**Climate – Construction:** N/A
		Climate – Operation: It is likely that the improvements in public transport infrastructure proposed by DART+ West and the Royal Canal Greenway will have a long-term positive cumulative effect on climate change and associated emissions reductions required from the transport sector. The investments in public transport infrastructure will also indirectly support sustainable mobility (including walking and cycling) and the support the development of Transit Orientated Developments associated with developing a sustainable Dublin City region.	**Climate – Operation:** N/A	**Climate – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hydrology – Construction: The construction works for both projects will be carried out in vicinity of significant waterbodies, whereby works for the DART+ West and the Royal Canal Greenway projects will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental pollution during the construction phases of these developments. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address potential significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage. **Hydrology – Operation:** There are no significant likely cumulative Hydrological operational phase impacts.	**Hydrology – Construction:** No further mitigation required as part of Dart+ West project. **Hydrology – Operation:** N/A	**Hydrology – Construction:** N/A **Hydrology – Operation:** N/A
		Hydrogeology – Construction: The construction works for both projects will be carried out in vicinity of waterbodies. Works on the DART+ West and the Royal Canal Greenway projects will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water and/or groundwater bodies. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage. **Hydrogeology – Operation:** There are no significant likely cumulative Hydrogeological operational phase impacts.	**Hydrogeology – Construction:** No further mitigation required as part of Dart+ West project. **Hydrogeology – Operation:** N/A	**Hydrogeology – Construction:** N/A **Hydrogeology – Operation:** N/A
		Biodiversity – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on biodiversity resulting from the displacement of local fauna associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage. **Biodiversity – Operation:** There are no significant likely cumulative Biodiversity operational phase impacts.	**Biodiversity – Construction:** No further mitigation required as part of Dart+ West project. **Biodiversity – Operation:** N/A	**Biodiversity – Construction:** N/A **Biodiversity – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Archaeology, Architectural & Cultural Heritage – Construction: The proposed DART+ West project will carry out works along the existing road network at this location, while the Royal Canal Urban Greenway will carry out works within the existing Royal Canal towpath. No known features of archaeological, architectural or cultural heritage significance are affected by either project at this location. However, there is potential for cumulative impacts on unknown archaeological features. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Construction:** No further mitigation required as part of Dart+ West project.	**Archaeology, Architectural & Cultural Heritage – Construction:** N/A
		Archaeology, Architectural & Cultural Heritage – Operation: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant operational impacts. Based on the information available, there is potential for long-term cumulative effects on the built heritage of Dublin City in this area due to works on built heritage features. Both projects will develop operational mitigation measures. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A
		Land and Soils – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on land and soils resulting from the resource requirement of both projects, however the potential impacts are not likely to be significant. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Land and Soils – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Land and Soils – Construction:** N/A
		Land and Soils – Operation: There are no significant likely cumulative Land and Soils operational phase impacts.	**Land and Soils – Operation:** N/A	**Land and Soils – Operation:** N/A
		Agri / Non Agri Land take – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Agri / Non Agri Land take – Construction:** No further mitigation required as part of Dart+ West project.	**Agri / Non Agri Land take – Construction:** N/A
		Agri / Non Agri Land take – Operation: No likely significant cumulative effects on agronomy (property/land-take) during the operational phase.	**Agri / Non Agri Land take – Operation:** N/A	**Agri / Non Agri Land take – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Landscape and Visual – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential cumulative landscape and visual effects as a result of the construction sites associated with both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Landscape and Visual – Construction:** No further mitigation required as part of Dart+ West project.	**Landscape and Visual – Construction:** N/A
		Landscape and Visual – Operation: No likely significant cumulative effects during the operational phase.	**Landscape and Visual – Operation:** N/A	**Landscape and Visual – Operation**: N/A
		Material Assets: Utilities, resources and waste resources – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant on other material assets. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Material Assets: Utilities, resources and waste resources – Construction:** No further mitigation required as part of Dart+ West Project.	**Material Assets: Utilities, resources and waste resources – Construction:** N/A
		Material Assets: Utilities, resources and waste resources – Operation: No likely significant cumulative effects during the operational phase.	**Material Assets: Utilities, resources and waste resources – Operation:** N/A	**Material Assets: Utilities, resources and waste resources – Operation:** N/A
		EMF – Construction: No likely significant cumulative effects during the construction phase.	**EMF – Construction:** N/A.	**EMF – Construction:** N/A
		EMF – Operation: No likely significant cumulative effects during the operational phase.	**EMF – Operation:** N/A	**EMF – Operation:** N/A
Project Name: Kellystown Road Project **Applicant**: NTA **Planning Application ref:** None **Location:** Kellystown Road	According to the Kellystown Road Route Selection Report (September 2020), the Kellystown Road scheme includes the provision of an arterial link to the existing road network in the wider Blanchardstown area and walking and cycling infrastructure. The construction areas of the proposed DART+ West and Kellystown Road projects overlap at Porterstown level crossing and Barberstown level crossing. The proposed DART+ West includes OHLE installation, drainage and utility diversions as well as the closure and the provision of replacement road	**Traffic and Transport – Construction:** The proposed DART+ West Project will result in temporary diversion works along Porterstown Road and Barberstown Road. level crossings at both locations will be permanently closed once construction phase commences. The Kellystown Road project will require temporary road diversions during construction works at this location also. There is potential for significant cumulative negative effects on vehicular traffic if the construction works and road closures occur concurrently and/or sequentially. Specifically, road closure at Broombridge Road. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Traffic and Transport – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Traffic and Transport – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
Planning Status: At the time of writing the Kellystown road project planning application has not been submitted and therefore there is no detailed information to inform this cumulative assessment.	infrastructure at Porterstown and Barberstown level crossings.	**Traffic and Transport – Operation:** Likely long-term positive effects are envisaged due to the provision of vehicular, pedestrian and cyclists' connectivity to lands subject to future development as part of the Kellystown and Barnhill LAPs.	**Traffic and Transport – Operation:** N/A	**Traffic and Transport – Operation:** N/A
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Population – Construction:** No further mitigation required as part of Dart+ West project.	**Population – Construction:** N/A
		Population – Operation: Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.	**Population – Operation:** N/A	**Population – Operation:** N/A
		Human Health – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on human health resulting from the construction activities of both projects. The potential impacts on human health have been assessed as part of respective environmental assessments including air quality, noise, landscape and visual. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.	**Human Health – Construction:** No further mitigation required as part of Dart+ West project.	**Human Health – Construction:** N/A
		Human Health – Operation: Likely long-term positive effects associated with the development of sustainable transport modes, and indirect support for sustainable mobility and the associated cumulative effects (reduction in GHG emissions, etc.) associated with both projects.	**Human Health – Operation:** N/A	**Human Health – Operation:** N/A
		Noise and Vibration – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on the noise and vibration environment associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage.	**Noise and Vibration – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Noise and Vibration – Construction:** N/A
		Noise and Vibration – Operation: There are no significant likely cumulative Noise and Vibration operational phase impacts.	**Noise and Vibration – Operation:** N/A	**Noise and Vibration – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Air Quality – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction activities of both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. These will be updated based on the potential for cumulative impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Air Quality – Construction:** No further mitigation required as part of Dart+ West project.	**Air Quality – Construction:** N/A
		Air Quality – Operation: There are no significant likely cumulative Air Quality operational phase impacts.	**Air Quality – Operation:** N/A	**Air Quality – Operation:** N/A
		Climate – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on climate resulting from the movement of construction vehicles associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Climate – Construction:** No further mitigation required as part of Dart+ West project.	**Climate – Construction:** N/A
		Climate – Operation: There will be provisions for pedestrians and cyclists which could potentially facilitate an uptake in non-vehicular modes of travel, however There are no significant likely cumulative Climate operational phase impacts.	**Climate – Operation:** N/A	**Climate – Operation:** N/A
		Hydrology – Construction: The construction works for both projects will be carried out in vicinity of the Royal Canal., Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental pollution during the construction phases of these developments. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address potential significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrology – Construction:** N/A
		Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.	**Hydrology – Operation:** N/A	**Hydrology – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Hydrogeology – Construction: The construction works for both projects will be carried out in vicinity of the Royal Canal. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water and/or groundwater bodies. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrogeology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrogeology – Construction:** N/A
		Hydrogeology – Operation: There are no significant likely cumulative Hydrogeological operational phase impacts.	**Hydrogeology – Operation:** N/A	**Hydrogeology – Operation:** N/A
		Biodiversity – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on biodiversity resulting from the displacement of local fauna associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Biodiversity – Construction:** No further mitigation required as part of Dart+ West project.	**Biodiversity – Construction:** N/A
		Biodiversity – Operation: There are no significant likely cumulative Biodiversity operational phase impacts.	**Biodiversity – Operation:** N/A	**Biodiversity – Operation:** N/A
		Archaeology, Architectural & Cultural Heritage – Construction: The proposed DART+ West will carry out works along the existing road network at this location. The proposed Kellystown Road project is located in an agricultural area which is zoned for 'High Amenity' under the Fingal DP 2017-2023. No known features of archaeological, architectural or cultural heritage significance are affected by either project at this location. However, there is potential for cumulative impacts on unknown archaeological features. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Construction:** No further mitigation required as part of Dart+ West project.	**Archaeology, Architectural & Cultural Heritage – Construction:** N/A
		Archaeology, Architectural & Cultural Heritage – Operation: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant operational impacts. Both projects will develop operational mitigation measures. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Land and Soils – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on land and soils resulting from the resource requirement of both projects, however the potential impacts are not likely to be significant. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Land and Soils – Construction:** CIE will continue to consult with and collaborate constructively with the NTA project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Land and Soils – Construction:** N/A
		Land and Soils – Operation: There are no significant likely cumulative Land and Soils operational phase impacts.	**Land and Soils – Operation:** N/A	**Land and Soils – Operation:** N/A
		Agri / Non Agri Land take – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Agri / Non Agri Land take – Construction:** No further mitigation required as part of Dart+ West project.	**Agri / Non Agri Land take – Construction:** N/A
		Agri / Non Agri Land take – Operation: No likely significant cumulative effects on agronomy (property/land-take) during the operational phase.	**Agri / Non Agri Land take – Operation:** N/A	**Agri / Non Agri Land take – Operation:** N/A
		Landscape and Visual – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential cumulative landscape and visual effects as a result of the construction sites associated with both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Landscape and Visual – Construction:** No further mitigation required as part of Dart+ West project.	**Landscape and Visual – Construction:** N/A
		Landscape and Visual – Operation: No likely significant cumulative effects during the operational phase.	**Landscape and Visual – Operation:** N/A	**Landscape and Visual – Operation**: N/A
		Material Assets: Utilities, resources and waste resources – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant on other material assets. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Material Assets: Utilities, resources and waste resources – Construction:** No further mitigation required as part of Dart+ West project.	**Material Assets: Utilities, resources and waste resources – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Material Assets: Utilities, resources and waste resources – Operation: No likely significant cumulative effects during the operational phase.	**Material Assets: Utilities, resources and waste resources – Operation:** N/A	**Material Assets: Utilities, resources and waste resources – Operation:** N/A
		EMF – Construction: No likely significant cumulative effects during the construction phase. **EMF – Operation:** No likely significant cumulative effects during the operational phase.	**EMF – Construction:** N/A **EMF – Operation:** N/A	**EMF – Construction:** N/A **EMF – Operation:** N/A
Project Name: Dunboyne Distributor Road **Applicant**: Meath County Council **Planning Application ref:** None **Location:** Dunboyne **Planning Status:** At the time of writing the Dunboyne Eastern Distributor project planning application has not been submitted. The proposed road is expected to progress to application for Planning Permission within Q2 of 2022. The works associated with the delivery of the road are anticipated to go through the	According to the Iarnród Éireann Technical Submission Report prepared in February 2022 by Meath County Council, the Dunboyne Eastern Distributor Road project consists of a new road linking the L2228 approximately 200m west of the existing Dunboyne train station in Dunboyne, Co. Meath. Cycling infrastructure will also be provided. A part of the road development, a new bridge is proposed over the existing railway line approximately 750m north of Dunboyne train station. The construction areas of the proposed DART+ West project and Dunboyne Distributor Road project overlap at the proposed bridge location approx. 750m north of Dunboyne Station. There is potential for construction phases of both projects to overlap given that the planning application for the Dunboyne Distributor Road project has not yet been submitted. The works proposed as part of the DART+ West project include perway works only at this location, consisting of OHLE installation, drainage and utility diversions.	**Traffic and Transport – Construction:** There is potential for cumulative negative effects on rail traffic if the construction works on the railway line as proposed by the DART+ West project, and over the railway line as proposed for the Dunboyne Eastern Distributor Road project occur concurrently and/or sequentially. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant. **Traffic and Transport – Operation:** There are no significant likely cumulative Traffic and Transport operational phase impacts.	**Traffic and Transport – Construction:** CIE will continue to consult with and collaborate constructively with the Meath County Council project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts. **Traffic and Transport – Operation:** N/A	**Traffic and Transport – Construction:** N/A **Traffic and Transport – Operation:** N/A
		Population – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on communities resulting in disturbance, nuisance, short-term diversions/severance. There is also likely to be positive cumulative effects due to employment opportunities and increase in increase in local economy to support the workforce. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant. **Population – Operation:** There are no significant likely cumulative Population operational phase impacts.	**Population – Construction:** No further mitigation required as part of Dart+ West project. **Population – Operation:** N/A	**Population – Construction:** N/A **Population – Operation:** N/A
		Human Health – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on human health resulting from the construction activities of both projects. The potential impacts on human health have been assessed as part of respective environmental assessments including air quality, noise, landscape and visual.	**Human Health – Construction:** No further mitigation required as part of Dart+ West project.	**Human Health – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
procurement process in Q4 of 2022 with Construction of same in Q1 2023.		Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage. Based on the information available, the potential cumulative effects are not likely to be significant.		
		Human Health – Operation: There are no significant likely cumulative Human Health operational phase impacts.	**Human Health – Operation:** N/A	**Human Health – Operation:** N/A
		Noise and Vibration – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on the noise and vibration environment associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective planning stage.	**Noise and Vibration – Construction:** CIE will continue to consult with and collaborate constructively with the Meath County Council project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Noise and Vibration – Construction:** N/A
		Noise and Vibration – Operation: There are no significant likely cumulative Noise and Vibration operational phase impacts.	**Noise and Vibration – Operation:** N/A	**Noise and Vibration – Operation:** N/A
		Air Quality – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on air quality resulting from the generation of construction dust associated with construction activities of both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. These will be updated based on the potential for cumulative impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Air Quality – Construction:** No further mitigation required as part of Dart+ West project.	**Air Quality – Construction:** N/A
		Air Quality – Operation: There are no significant likely cumulative Air Quality operational phase impacts.	**Air Quality – Operation:** N/A	**Air Quality – Operation:** N/A
		Climate – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on climate resulting from the movement of construction vehicles associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Climate – Construction:** No further mitigation required as part of Dart+ West project.	**Climate – Construction:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Climate – Operation: There will be provisions for pedestrians and cyclists which could potentially facilitate an uptake in non-vehicular modes of travel, however there are no significant likely cumulative Climate operational phase impacts.	**Climate – Operation:** N/A	**Climate – Operation:** N/A
		Hydrology – Construction: The construction works for both projects will be carried out in vicinity of the River Tolka. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental pollution during the construction phases of these developments. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address potential significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrology – Construction:** N/A
		Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.	**Hydrology – Operation:** N/A	**Hydrology – Operation:** N/A
		Hydrogeology – Construction: The construction works for both projects will be carried out in vicinity of the River Tolka. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental spillages causing pollution and impacting surface water and/or groundwater bodies. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Hydrogeology – Construction:** No further mitigation required as part of Dart+ West project.	**Hydrogeology – Construction:** N/A
		Hydrogeology – Operation: There are no significant likely cumulative Hydrogeological operational phase impacts.	**Hydrogeology – Operation:** N/A	**Hydrogeology – Operation:** N/A
		Biodiversity – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on biodiversity resulting from the displacement of local fauna associated with construction activities of both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address all likely significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Biodiversity – Construction:** No further mitigation required as part of Dart+ West project.	**Biodiversity – Construction:** N/A
		Biodiversity – Operation: There are no significant likely cumulative Biodiversity operational phase impacts.	**Biodiversity – Operation:** N/A	**Biodiversity – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Archaeology, Architectural & Cultural Heritage – Construction: The proposed DART+ West project will carry out works along the existing railway line at this location. The proposed Dunboyne Distributor Road is located in a greenfield area zoned as 'New Residential' under the Meath County Development Plan 2021-2027. No known features of archaeological, architectural, or cultural heritage significance are affected by either project at this location. However, there is potential for cumulative impacts on unknown archaeological features. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Construction:** No further mitigation required as part of Dart+ West project.	**Archaeology, Architectural & Cultural Heritage – Construction:** N/A
		Archaeology, Architectural & Cultural Heritage – Operation: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant operational impacts. Both projects will develop operational mitigation measures. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A	**Archaeology, Architectural & Cultural Heritage – Operation:** N/A
		Land and Soils – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects on land and soils resulting from the resource requirement of both projects, however the potential impacts are not likely to be significant. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Soils and Geology – Construction:** CIE will continue to consult with and collaborate constructively with the Meath County Council project teams during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts.	**Soils and Geology – Construction:** N/A
		Land and Soils – Operation: There are no significant likely cumulative Land and Soils operational phase impacts.	**Soils and Geology – Operation:** N/A	**Soils and Geology – Operation:** N/A
		Agri / Non-Agri land take – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Agronomy and Non-Agricultural properties - Property/Land take – Construction:** No further mitigation required as part of Dart+ West Project.	**Agronomy and Non-Agricultural properties - Property/Land take – Construction:** N/A
		Agri / Non-Agri land take – Operation: No likely significant cumulative effects on agronomy (property/land-take) during the operational phase.	**Agronomy and Non-Agricultural properties - Property/Land take – Operation:** N/A	**Agronomy and Non-Agricultural properties - Property/Land take – Operation:** N/A

Project Details	Project Description	Assessment of Cumulative Effect with Proposed Development	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		Landscape and Visual – Construction: Should the construction stages overlap and/ or develop concurrently, there is potential cumulative landscape and visual effects as a result of the construction sites associated with both projects. Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Landscape and Visual – Construction:** No further mitigation required as part of Dart+ West project.	**Landscape and Visual – Construction:** N/A
		Landscape and Visual – Operation: No likely significant cumulative effects during the operational phase.	**Landscape and Visual – Operation:** N/A	**Landscape and Visual – Operation**: N/A
		Material Assets: Utilities, resources and waste resources – Construction: Mitigation and monitoring measures proposed as part of the DART+ West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant on other material assets. All subsequent projects are required to assess impacts in accordance with the EIA Directive and the assessment of cumulative effects which will be undertaken at the respective planning stage.	**Material Assets: Utilities, resources and waste resources – Construction:** No further mitigation required as part of Dart+ West project.	**Material Assets: Utilities, resources and waste resources – Construction:** N/A
		Material Assets: Utilities, resources and waste resources – Operation: No likely significant cumulative effects during the operational phase.	**Material Assets: Utilities, resources and waste resources – Operation:** N/A	**Material Assets: Utilities, resources and waste resources – Operation:** N/A
		EMF – Construction: No likely significant cumulative effects during the construction phase.	**EMF – Construction:** N/A	**EMF – Construction:** N/A
		EMF – Operation: No likely significant cumulative effects during the operational phase.	**EMF – Operation:** N/A	**EMF – Operation:** N/A

26.5 Mitigation and monitoring measures

The proposed mitigation and monitoring measures are documented in assessment within Table 26-6 to Table 26-9 for the Tier 3 projects and in this Chapter and are included, where appropriate, as part of the Construction Environmental Management Plan (CEMP). The mitigation and monitoring measures are developed to avoid, prevent, reduce or if possible, offset any identified significant cumulative effects and where required includes monitoring measures.

With respect of the CEA of the Tier 4 'other' projects, and proposed mitigation measures it must be noted that these are in draft format and are identified as recommendations rather than mitigation. This is in recognition of the ongoing design development of these Tier 4 'other' projects which are not yet approved. The proposed 'recommendations' will need to be agreed in collaboration with the other relevant delivery agents and/ or contractors, if and when these 'other' projects proceed to planning stage, construction and operation, as appropriate.

To manage the potential cumulative impacts associated with the proposed DART+ West and the Tier 4 NTA 'other' projects, a communication channel will be developed and maintained between CIÉ and the NTA to reduce the likely significant cumulative effects on the local populations and communities including the traffic environment during the construction stages.

Cognisance will be made to the construction programmes of the proposed DART+ West and the Tier 4 'other' projects by CIÉ and the NTA to limit, where feasible, concurrent or overlapping construction works from occurring in the same area and to reduce cumulative impacts on communities and the local economy from construction works.

26.6 Residual effects

Residual effects are documented in Table 26-6 to Table 26-9 for the Tier 3 projects and in Table 26-11 for the Tier 4 'other' projects.

26.7 References

MHCLG, 2019. *Advice Note seventeen: Cumulative effects assessment relevant to nationally significant infrastructure projects*. Online. Available at https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/12/Advice-note-17V4.pdf [Access on 16/08/2021]