
Chapter 26

Cumulative Effects

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26 Cumulative Effects

26.1 Introduction

This chapter of the Environmental Impact Assessment Report (EIAR) documents the cumulative effects assessment (CEA) for the DART+ South West project with other existing and/or approved projects during the construction and operational phases.

The cumulative assessment of effects in relation to the application for a Railway Order or DART+ South 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 of 2021) which give further effect to transposition of the EIA Directive by amending the 2001 Act.

26.2 EIA Requirements

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 and has been prepared with reference to the following guidance documents:

- Guidelines on the Information to be contained in Environmental Impact Assessment Reports (EPA, 2022);
- 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);
- Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions. EC, (1999).

26.3 Methodology

Cumulative effects are defined as per the EPA Guidelines (EPA, 2022) as: *“The addition of many minor or significant effects, including effects of other projects, to create larger, more significant effects”.*

The CIA is a co-ordinated approach which has been led by the EIA co-ordination team. This cumulative assessment considered cumulative effects that are likely, significant and relating to a future event which is reasonably foreseeable.

- 1) Likely;
- 2) Significant; and
- 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 specialist chapters of this EIAR (Chapters 6 – 24) 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 boundary
Traffic & Transportation	550m
Population	500m from the railway corridor and also extended this to include 1km from the existing and proposed railway stations as this is where populations more actively interface with the railway and associated train services.
Biodiversity	1km
Land & Soils	1km
Water (Hydrology & Flooding)	500m and all downstream watercourses
Hydrogeology	1km
Air Quality	350m construction dust and 200m of impacted road links
Climate	550m study area and detour routes 10% change on road links. Overall, the study areas is against Ireland targets/climate budgets NOTE: (10% impact, >1000AADT or 200HGV) of traffic decided to do a 2km detour then this is part of the impacted area.
Noise	300m for noise and 50m for vibration.
Landscape & Visual	The study area for the landscape and visual impact assessment; 1. 1km distance from the railway centreline within the agricultural landscape from Hazelhatch to Neilstown; 2. 0.5km distance from the railway centreline within the built-up landscape from Neilstown to Islandbridge; 3. 0.5km distance from the railway centrelines within Heuston Yard and the GSWR line in the vicinity of Heuston Yard and Phoenix Park;

Environmental Factor	Distance from proposed development boundary
	4. 0.25km distance from the railway centreline of the GSWR line within the built-up landscape from north of the Phoenix Park Tunnel to Glasnevin.
Material Assets: Agricultural	50m either side of the proposed development boundary and associated works.
Material Assets: Non-Agricultural	50m either side of the proposed development boundary and associated works.
Material Assets: Utilities	Development boundary
Resource & Waste Management	500m
Archaeology	50m either side of the proposed development boundary and associated works.
Architectural Heritage	50m
EMF	100m
Human Health	The greatest extent of other environmental factors, which is 1km in this instance

The DART+ South West transport assessment in Chapter 6 of this EIAR incorporates the NTA's ERM demand modelling associated with the DART+ Programme and for all projects contained in the Transport Strategy for the Greater Dublin Area. As such, the MetroLink and BusConnects schemes are included as part of the transport model and associated operational assessment 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.

26.3.2 Cumulative Effects Assessment

The main aspect of the cumulative effects assessment (CEA) relates to the assessment of existing and/ or approved plans and projects with the proposed Project. However, with respect to the DART+ South 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 those outlined in Table 26.2 below.

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).	<p>Decreasing level of detail likely to be available</p>
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 projects including 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.

26.3.2.1 Tier 1

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 the proposed Project on each environmental factor.

26.3.2.2 Tier 2

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 main Tier 2 projects relevant to the proposed DART+ South West project are the ESB electricity supply connections required to operate the proposed Project and proposed substations and the diversion of the Le Fanu / Park West ESB infrastructure.

The provision of the required increases in electricity supply and the associated connections is being progressed separately by EirGrid as part of a separate planning application. Close consultation with the DART+ South West Design team and ESB networks has ensured the required electricity will be available to the project.

EirGrid have statutory powers to develop the electrical infrastructure within its control. It would be outside of CIÉ's control to apply for such works as part of the Railway Order (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. Section 26.4.2 of this chapter provides the relevant information to assess the cumulative effects of DART+ South West together with the works required to supply electricity to the project.

26.3.2.3 Tier 3

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

26.3.2.3.1 Identification of Plans and Programmes

A list of relevant national, regional and local plans and programmes identified as having the potential to have a cumulative effect with the proposed Project was collated. The assessment of plans and programmes is detailed in Section 26.4.3.1 of this Chapter.

26.3.2.3.2 Identification of Existing and/ or Approved Projects

To identify and assess the likely significant cumulative effects with existing and/or approved projects, a staged approach was adopted which is informed by Advice Note 17: 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’. The four staged approach is summarised in Figure 26-1 below and is discussed in detail below.

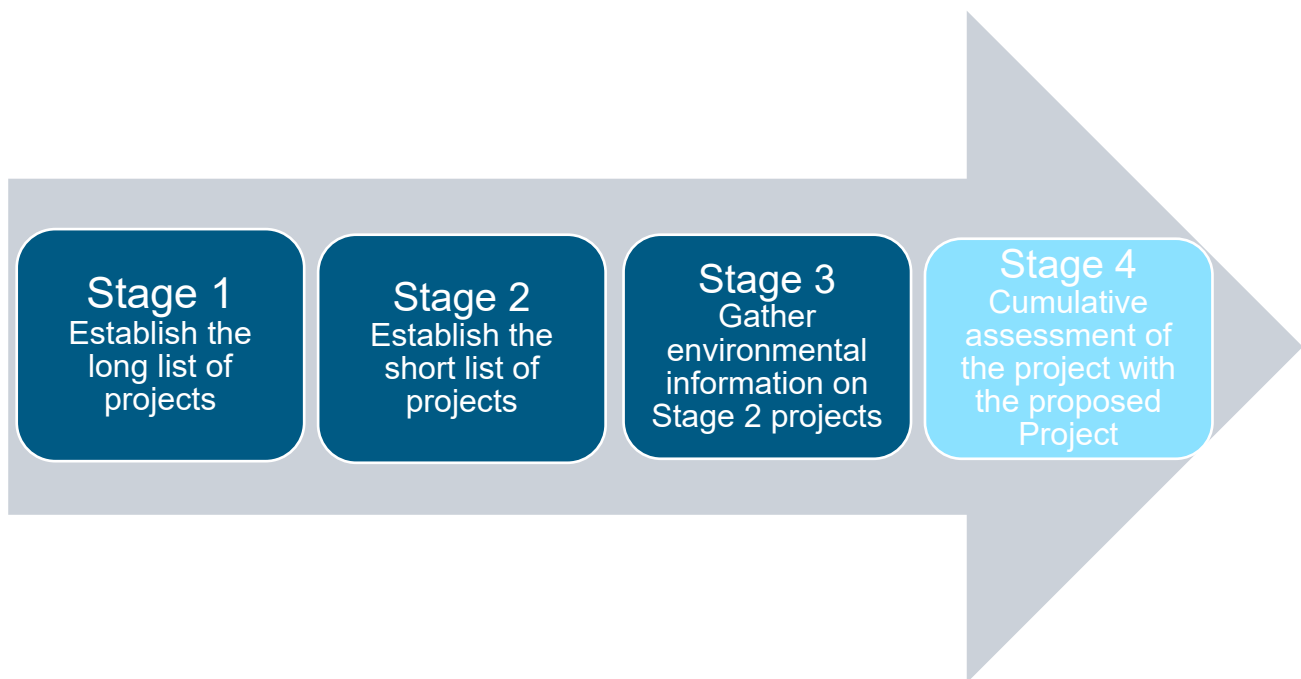


Figure 26-1 Staged Approach for Tier 3 Cumulative Assessment

Stage 1 Establish the long list of Projects - A fundamental requirement and first step of undertaking CEA is to identify those projects or activities with which the proposed Project may interact to produce a cumulative impact. These interactions may arise during the construction or operational phases. The Study Area/ Zone of Influence (ZoI) for each of the EIAR topics (Chapters 6 – 24) was first defined by each topic specialist. The study area for the majority of the topics extends from 50m to 1km from the Development Boundary of the proposed Project. Therefore, in order to undertake a comprehensive CEA, a list of relevant projects, plans and activities occurring from 1km of the Development Boundary of the proposed Project was produced.

The Project Team undertook a desk study to source publicly available information on projects within the defined Study Area using internet searches, planning databases and other available sources to

identify other projects falling within the Study Area, which may have the potential to give rise to cumulative effects with the proposed Project. The following sources of information were used:

- ABP (2022) An Bord Pleanála planning website. Available online at: <https://www.pleanala.ie/en-ie/home>. [Accessed February & July 2022, January 2023]
- DHLGH (2022a) My Plan – National Planning Application Database. Available online at: <https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=9cf2a09799d74d8e9316a3d3a4d3a8de>. [Accessed February & July 2022, January 2023]
- DHLGH (2022b) EIA Portal Web-based Viewer. Available at: <https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecb206e7e5f84b71f1>. [Accessed February & July 2022, January 2023]
- EPA (2022) EPA Licensing and Permitting: Available online at: <http://www.epa.ie/licensing/>. [Accessed February 2022 & July 2022, January 2023].

A search was conducted of planning applications using the My Plan map viewer (DHLGHa, 2023) and the EIA Portal map viewer (DHLGHb). The search was limited to the five-year period preceding the date of issue of this report and excluded incomplete, withdrawn, and refused applications, as well as those under ‘retention’ as it is assumed this category comprises existing developments. A five-year time frame is deemed the most appropriate period for planning searches as permissions granted more than five years ago would generally be constructed, partially constructed, or are under construction when the planning sites are viewed.

Furthermore, a search of An Bord Pleanála’s website (ABP, 2023) was completed to identify any relevant applications including Strategic Infrastructure Development (SID), Strategic Housing Development (SHD), and Part 8 applications in the past five years or in close proximity to the proposed Project.

Projects that did not fall within the defined Zol/Study area were not considered. Approximate distances to the proposed Project were also provided for each project, to better understand any spatial overlap. Confidence in the status of the permissions was also noted, as there may have been uncertainty as to whether a development had been constructed, or where construction may have been delayed beyond the timeframes/ durations noted in the planning permission/ project EIA.

The long list of projects considered for the assessment are included in Volume 4, Appendix 26.1.

Stage 2 Establish the short list of Projects – 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. This has been carried out in accordance with a set of defined screening criteria (grounds for screening in or out) in order to identify which projects should be considered in the assessment of cumulative effects (Stage 3). The criteria used to screen in and/or out projects of assessment include:

- Temporal Scope: In order for a cumulative effect to arise from two or more projects, a temporal overlap of impacts arising from each must be established. Some impacts are active only during certain phases of development e.g. such as piling noise during construction phase. The anticipated construction periods for projects, plans and activities within the Stage 1 list have been obtained from their relevant planning documents (e.g. Scoping Reports, EIARs etc.). The

details provided represent the current understanding of programmes of development though it is recognised that these programmes may be subject to change.

- **Scale & Nature:** involves the consideration of the nature and scale of the existing and/or approved projects with the proposed DART+ South West Project that may cause a cumulative effect with each of the environmental factors. The judgement as to whether a project should be shortlisted depended on whether the scale, location and/or nature could be sufficient to generate impacts which would be noticeable against typical baseline trends in the same zones of influence as the proposed Project.
- **Other factors:** involves the consideration of any other factors, such as the conceptual or physical effect-receptor pathway, or capacity of the receiving environment to absorb any changes as a result of potential cumulative effect of project with the proposed development.

Stage 2 also involves each of the topic specialists carrying out a screening exercise on the list of projects compiled during Stage 1 to determine if the projects are likely to have a significant cumulative effect with the proposed Project in relation their respective environmental factor. Decisions upon whether to screen a project, in or out at this stage are taken on a topic-by-topic basis. This allows certain projects to be screened in for certain environmental factors where sufficient detail is present, while the same project, plan or activity may be screened out for another factor.

In most cases, the Zol for the topic has informed whether or not another project is likely to have a cumulative effect. However, in some instances the environmental topic specialists have considered that there is potential for a likely significant cumulative effect beyond the Zol applied for the proposed Project in isolation, and therefore a project could be scoped into Stages 3 and 4 for an individual topic even though it was outside of the pre-defined Zol identified at Stage 1.

Projects which are likely to have significant cumulative effect with the proposed Project were then brought forward to Stage 3. Projects considered for the Stage 1 and Stage 2 cumulative assessment are presented in Volume 4, Appendix 26.1.

For some topics a slightly different approach has been deemed appropriate. The biodiversity assessment has primarily considered individual Strategic Infrastructure Developments, Strategic Housing Developments and other Major Projects for shortlisting within the CEA. For other projects, such as those covered by local planning applications, the scale of each project was not deemed sufficient to warrant a specific assessment of cumulative impacts on biodiversity. Instead, the Biodiversity cumulative assessment assesses how the general trend of development across the areas of Dublin City, South Dublin County and Kildare cumulatively impacts on the biodiversity resource.

Given the location of the proposed Project and the on-going urban development trends across Dublin and South Dublin, there is likely to be continued habitat loss and fragmentation. In relation to areas of locally important habitats that will be lost, given the nature and availability of the habitat types involved in the wider environment, any cumulative losses of these habitat types are not likely to increase the impact significance above the residual local geographic scale.

The Climate assessment has considered the cumulative influence of the proposed Project with other developments on a national basis.

The Waste and Resources assessment has focused on key projects that were considered to have potential for likely significant effects on a regional basis. Specifically it has focused on those projects likely to generate a similar waste profile to the proposed Project such as soil and stones and construction and demolition (C&D) waste, which may lead to cumulative effects associated with the off-site treatment of solid waste that will be generated by the Construction and Operational Phase of the proposed Project, and other projects in the Eastern Midlands Waste Region (EMWR) that will have simultaneous requirements for landfill and treatment capacity of any construction and demolition (C&D) waste generated during the construction timeframe.

Stage 3 Gather environmental information on Stage 2 Projects – This is undertaken by further planning searches of 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 Project. 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 and Table 26.7 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 Project. 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+ South 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 Project.

In accordance with Advice Note 17, where significant cumulative effects between the proposed Project and the identified project arise in relation to one environmental factor the assessment is only required to focus 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.

26.3.2.4 Tier 4

'Other' identified 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. This includes other projects including other DART+ Programme projects and NTA projects. 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+ South 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+ Coastal North
- DART+ Coastal South
- BusConnects Projects
- Luas Lucan
- Celbridge to Hazelhatch Link Road Scheme
- Grand Canal Greenway
- Camac Greenway
- Camac Flood Alleviation Study
- Hazelhatch Flood Relief Scheme

26.3.3 Consultation

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 cumulative assessment as part of this EIAR.

26.3.4 Difficulties Encountered / Limitations

It should be noted that a planning applications monitor has been established to track live planning applications within a specified study area. This is a live register and represents a point in time. The planning application monitor has been and will continue to be updated throughout the planning of the project.

There is a significant volume of data required to be gathered and assessed in relation to identification of relevant planning applications for the CEA, as such a cut-off date to stop gathering and assessing plans and projects is required in order to finalise and submit the Railway Order application. This cut-off date was January 2023 and any likely significant projects approved after this date are not assessed as part of the CEA.

The CEA of the proposed Project with each of the 'other developments' were assessed to a level of detail commensurate with the information that was available at the time of assessment. Where information regarding proposed 'other' 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 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	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
<p>Project Name: ESB electricity supply connections</p> <p>Planning Application Reference: None</p> <p>Location: Along extents of proposed DART+ South West Project within functional areas of Dublin City, South Dublin County and Kildare County.</p> <p>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</p>	<p>ESB Networks</p>	<p>ESB Networks are progressing a separate planning application for electricity supply connections to accommodate the electrification of the proposed DART+ South West Project. The works will progress in parallel and will be completed in advance of the completion of the DART+ South West construction to ensure that the project will have the necessary electricity supply for testing and operation.</p> <p>Close consultation between the DART+ South West Project Team and ESB networks will ensure the required electricity is planned and available to the project.</p> <p>The key elements proposed as part of the planning application are outlined below:</p> <p>Connections to DART+ South West substations</p> <p>There are six 38kV substations proposed as part of the DART+ South West project which will require electricity supply through new electricity connections at the following locations: Hazelhatch, Adamstown, Park West, Kishoge, Kylemore and Islandbridge. These are proposed to be supplied with High Voltage (HV) connections via</p>	<p>Traffic & 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 these 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.</p> <p>Traffic & Transport Operation: There are no likely significant cumulative traffic and transport operational phase impacts.</p> <p>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.</p>	<p>Traffic & Transport Construction: ESB networks and any agents will continue to collaborate constructively with the DART+ South West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning.</p> <p>The Construction Environmental Management Plan (CEMP) which details Construction Traffic Management measures have been developed in respect of the DART+ South West Project and will be updated post planning and throughout construction.</p> <p>Traffic and Transport – Operation: N/A</p> <p>Population – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Population – Operation: N/A</p>

Project Details	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
		<p>underground cabling which will follow the local road network.</p> <p>Desk studies completed by the DART+ South West Design Team have identified the potential preferred routes of the proposed 38kV underground cable connections which will be located along the existing road network. The grid connection points to the existing circuit are based on the ESB records provided. These are described in Chapter 5 Construction Strategy of this EIAR. ESB Networks' will carry out their own internal assessment process, hence the routes indicated here are used as an interim measure only.</p> <p>Nature of the works: The works will involve laying underground cables (UGC) 38kV electricity connection in the existing road. All road works involving cable require traffic management procedures when installing within public roads. Partial or temporary road closures may be required along particular sections of the cable route. The traffic management plan and corresponding works will be carried out with the agreement of the local authority.</p>	<p>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.</p> <p>Population – Operation: There are no significant likely cumulative population operational phase impacts.</p> <p>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.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South 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.</p> <p>Biodiversity – Operation: There are no significant likely cumulative Biodiversity operational phase impacts.</p>	<p>Biodiversity – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Biodiversity – Operation: N/A</p>

Project Details	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
		<p>These will be typically daytime works that are transient in nature and temporary as they move along the road network.</p>	<p>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.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.</p> <p>Land and Soils – Operation: There are no significant likely cumulative Land and Soils operational phase impacts.</p>	<p>Land and Soils – Construction: ESB networks and any agents will continue to collaborate constructively with the DART+ South West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning.</p> <p>The Construction Environmental Management Plan (CEMP) which details management of Construction & Demolition Waste, excavation, stockpiling and movement of soils measures have been developed in respect of the DART+ South West Project and will be updated post planning and throughout construction.</p> <p>Land and Soils – Operation: N/A</p>
			<p>Hydrology – Construction: The construction works for both projects will be carried out in vicinity of waterbodies. Works for the DART+ South West Hazelhatch substation and the ESB electricity supply connections are in the vicinity of the Shinkeen and Hazelhatch rivers.</p> <p>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.</p>	<p>Hydrology – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Hydrology – Operation: N/A</p>

Project Details	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
			<p>Mitigation and monitoring measures proposed as part of the DART+ South 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.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	
			<p>Hydrogeology – Construction: The construction works for both projects will be carried out in vicinity of waterbodies. Works for the DART+ South West Hazelhatch substation and the ESB electricity supply connections are in the vicinity of the Shinkeen and Hazelhatch rivers. 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.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South 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.</p> <p>Hydrogeology – Operation: There are no significant likely cumulative Hydrogeological operational phase impacts</p>	<p>Hydrogeology – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Hydrogeology – Operation: N/A</p>

Project Details	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
			<p>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.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South 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.</p> <p>Air Quality – Operation: There are no significant likely cumulative Air Quality operational phase impacts.</p>	<p>Air Quality – Construction: ESB networks and any agents will continue to collaborate constructively with the DART+ South West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning.</p> <p>The Construction Environmental Management Plan (CEMP) which details dust management measures have been developed in respect of the DART+ South West Project and will be updated post planning and throughout construction.</p> <p>Air Quality – Operation: N/A</p>
			<p>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.</p> <p>Best project will be implemented to address effects are not likely to be significant.</p> <p>Climate – Operation: There are no significant likely cumulative climate operational phase impacts.</p>	<p>Climate – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Climate – Operation: N/A</p>

Project Details	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
			<p>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.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South 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.</p> <p>Noise and Vibration – Operation: There are no significant likely cumulative Noise and Vibration operational phase impacts.</p> <p>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.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.</p>	<p>Noise and Vibration – Construction: ESB networks and any agents will continue to collaborate constructively with the DART+ South West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning.</p> <p>The Construction Environmental Management Plan (CEMP) which details noise management measures have been developed in respect of the DART+ South West Project and will be updated post planning and throughout construction.</p> <p>Noise and Vibration – Operation: N/A</p> <p>Landscape and Visual – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Landscape and Visual – Operation: N/A</p>

Project Details	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
			<p>Landscape and Visual – Operation: No likely significant cumulative effects during the operational phase.</p>	
			<p>Agri / Non Agri Land take – Construction: Mitigation and monitoring measures proposed as part of the DART+ South West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.</p> <p>Agri / Non Agri Land take – Operation: No likely significant cumulative effects on agronomy (property/land-take) during the operational phase.</p>	<p>Agri / Non Agri Land take – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Agri / Non Agri Land take – Operation: N/A</p>
			<p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation and monitoring measures proposed as part of the DART+ South 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.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: No likely significant cumulative effects during the operational phase.</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>

Project Details	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
			<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: The construction works for both projects will be carried out largely within a built up urban environment. Should archaeological features be identified on both projects, the resulting cumulative effect will not create an overall larger, more significant effect on archaeological environment.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South 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.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: No likely significant cumulative effects during the operational phase.</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: N/A</p>
			<p>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.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South West project will be implemented to</p>	<p>Human Health – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Human Health – Operation: N/A</p>

Project Details	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
			<p>address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.</p> <p>Human Health – Operation: No likely significant cumulative effects during the operational phase.</p>	
			<p>EMF – Construction: No likely significant cumulative effects during the construction phase.</p> <p>EMF – Operation: No likely significant cumulative effects during the operational phase.</p>	<p>EMF – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>EMF – Operation: N/A</p>
<p>Project Name: ESB electricity supply connections</p> <p>Planning Application Reference: None</p> <p>Location: ESB 38kV Overhead line from Le Fanu to Park West</p> <p>Planning Status: At the time of writing the ESB planning application has not been submitted and therefore</p>	<p>ESB</p>	<p>Undergrounding of existing 38kV overhead power lines which crosses track at approx. 14+200. Works will involve removal of existing HV towers adjacent to the railway corridor.</p> <p>Directional drilling will be required under the existing tracks.</p>	<p>Traffic & 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 these 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.</p> <p>Traffic & Transport Operation: There are no likely significant cumulative traffic and transport operational phase impacts.</p>	<p>Traffic & Transport Construction: ESB networks and any agents will continue to collaborate constructively with the DART+ South West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning.</p> <p>The Construction Environmental Management Plan (CEMP) which details Construction Traffic Management measures have been developed in respect of the DART+ South West Project and will be updated post planning and throughout construction.</p> <p>Traffic and Transport – Operation: N/A</p>

Project Details	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
<p>there is no detailed information to inform this cumulative assessment</p>			<p>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.</p> <p>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.</p> <p>Population – Operation: There are no significant likely cumulative population operational phase impacts.</p>	<p>Population – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Population – Operation: N/A</p>
			<p>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.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South West project will be implemented to address all likely significant impacts. Based on the information available, the</p>	<p>Biodiversity – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Biodiversity – Operation: N/A</p>

Project Details	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
			<p>potential cumulative effects are not likely to be significant.</p> <p>Biodiversity – Operation: There are no significant likely cumulative Biodiversity operational phase impacts.</p>	
			<p>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.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.</p> <p>Land and Soils – Operation: There are no significant likely cumulative Land and Soils operational phase impacts.</p>	<p>Land and Soils – Construction: ESB networks and any agents will continue to collaborate constructively with the DART+ South West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning.</p> <p>The Construction Environmental Management Plan (CEMP) which details management of Construction & Demolition Waste, excavation, stockpiling and movement of soils measures have been developed in respect of the DART+ South West Project and will be updated post planning and throughout construction.</p> <p>Land and Soils – Operation: N/A</p>
			<p>Hydrology – Construction:</p> <p>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.</p>	<p>Hydrology – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Hydrology – Operation: N/A</p>

Project Details	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
			<p>Mitigation and monitoring measures proposed as part of the DART+ South 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.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	
			<p>Hydrogeology – Construction: 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.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South 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.</p> <p>Hydrogeology – Operation: There are no significant likely cumulative Hydrogeological operational phase impacts</p>	<p>Hydrogeology – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Hydrogeology – Operation: N/A</p>
			<p>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</p>	<p>Air Quality – Construction: ESB networks and any agents will continue to collaborate constructively with the DART+ South West project team during the construction stages to avoid, reduce and mitigate potential negative</p>

Project Details	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
			<p>both projects. Additional congestion or private vehicle redistribution resulting in higher emissions may occur should projects occur concurrently.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South 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.</p> <p>Air Quality – Operation: There are no significant likely cumulative Air Quality operational phase impacts.</p>	<p>cumulative impacts as part of the construction stage planning.</p> <p>The Construction Environmental Management Plan (CEMP) which details dust management measures have been developed in respect of the DART+ South West Project and will be updated post planning and throughout construction.</p> <p>Air Quality – Operation: N/A</p>
			<p>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.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.</p> <p>Climate – Operation: There are no significant likely cumulative climate operational phase impacts.</p>	<p>Climate – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Climate – Operation: N/A</p>

Project Details	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
			<p>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.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South 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.</p> <p>Noise and Vibration – Operation: There are no significant likely cumulative Noise and Vibration operational phase impacts.</p>	<p>Noise and Vibration – Construction: ESB networks and any agents will continue to collaborate constructively with the DART+ South West project team during the construction stages to avoid, reduce and mitigate potential negative cumulative impacts as part of the construction stage planning.</p> <p>The Construction Environmental Management Plan (CEMP) which details noise management measures have been developed in respect of the DART+ South West Project and will be updated post planning and throughout construction.</p> <p>Noise and Vibration – Operation: N/A</p>
			<p>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.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.</p>	<p>Landscape and Visual – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Landscape and Visual – Operation: N/A</p>

Project Details	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
			<p>Landscape and Visual – Operation: No likely significant cumulative effects during the operational phase.</p>	
			<p>Agri / Non Agri Land take – Construction: Mitigation and monitoring measures proposed as part of the DART+ South West project will be implemented to address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.</p> <p>Agri / Non Agri Land take – Operation: No likely significant cumulative effects on agronomy (property/land-take) during the operational phase.</p>	<p>Agri / Non Agri Land take – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Agri / Non Agri Land take – Operation: N/A</p>
			<p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation and monitoring measures proposed as part of the DART+ South 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.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: No likely significant cumulative effects during the operational phase.</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>

Project Details	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
			<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: The construction works for both projects will be carried out largely within a built-up urban environment. Should archaeological features be identified on both projects, the resulting cumulative effect will not create an overall larger, more significant effect on archaeological environment.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South 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.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: No likely significant cumulative effects during the operational phase.</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: N/A</p>
			<p>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.</p> <p>Mitigation and monitoring measures proposed as part of the DART+ South West project will be implemented to</p>	<p>Human Health – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Human Health – Operation: N/A</p>

Project Details	Developer/ Applicant	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures
			<p>address significant impacts. Based on the information available, the potential cumulative effects are not likely to be significant.</p> <p>Human Health – Operation: No likely significant cumulative effects during the operational phase.</p>	
			<p>EMF – Construction: No likely significant cumulative effects during the construction phase.</p> <p>EMF – Operation: No likely significant cumulative effects during the operational phase.</p>	<p>EMF – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>EMF – Operation: N/A</p>

26.4.3 Tier 3 Cumulative Assessment

26.4.3.1 Plans and Programmes

A range of policy documents that may have a cumulative effect with the proposed DART+ South 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 Policy
EU White Paper on Transport: Roadmap to a single European Transport Area - Towards a competitive and resource efficient transport system The Trans-European Transport Network (TEN-T)
European Green Deal
The Trans-European Transport Network (TEN-T)
National Policy
Project Ireland 2040
The National Planning Framework – Ireland, Our Plan 2040
The National Development Plan 2021-2030
Smarter Travel – A Sustainable Transport Future 2009 - 2020
Planning Land Use and Transport Outlook 2040
National Investment Framework for Transport in Ireland (NIFTI) (2021)
National Sustainable Mobility Policy
Climate Action and Low Carbon Development (Amendment) Act 2021
Climate Action Plan 2023
The White Paper: Ireland’s Transition to a Low Carbon Energy Future 2015-2030
National Rail Policy
2030 Rail Network Strategy Review
Iarnród Éireann Strategy 2027
All-Island Strategic Rail Review (Consultation Paper)
Rail Freight 2040 Strategy
Regional Policy
Eastern and Midland Regional Spatial & Economic Strategy 2019-2031
Metropolitan Area Spatial Plan
Transport Strategy for the Greater Dublin Area 2016-2035
Draft Transport Strategy for the Greater Dublin Area 2022-2042 ¹
Greater Dublin Area Cycle Network Plan – the 2013 GDA Cycle Network Plan

¹ At the time of going to Print the Transport Strategy for the Greater Dublin Area 2022-2042 was in Draft format. It is anticipated that the Final Strategy will be published in Quarter 1 of 2023.

2021 Draft GDA Cycle Network Plan
Integrated Implementation Plan 2019-2024
Local Policy
Dublin City Development Plan 2022-2028
Park West – Cherry Orchard Local Area Plan 2019
The City Edge Project
South Dublin County Development Plan 2022-2028
Adamstown Strategic Development Zone
Clonburriss Strategic Development Zone 2019
Kildare County Development Plan 2017-2023
The Draft Kildare County Development Plan 2023 - 2029
Celbridge Local Area Plan

The Tier 3 cumulative assessment of the plans and programmes with the proposed Project is presented in Table 26.5 below.

Table 26.5: Tier 3 Cumulative Assessment of Plans and Programmes

Name	Description	Cumulative Impact with proposed Project
EU Level		
<p>EU White Paper on Transport: Roadmap to a single European Transport Area - Towards a competitive and resource efficient transport system</p>	<p>In 2011, the European Commission adopted the <i>White Paper Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system</i> 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.</p> <p>The strategy defines ten goals designed to guide actions and measure progress to achieve a 60% reduction in CO₂ emissions and comparable reduction in oil dependency. Goals to which the DART+ Programme is aligned:</p> <ul style="list-style-type: none"> • Goal 1. 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. • Goal 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. 	<p>The proposed DART+ South West project supports the goals of the EU White Paper to improve resource efficiency of the transport system by electrifying the Cork Mainline (from Hazelhatch & Celbridge Station to Heuston Station) and also from Heuston Station to Glasnevin, via the Phoenix Park Tunnel Branch Line. The proposed DART+ South 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.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>
<p>European Green Deal</p>	<p>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:</p> <ul style="list-style-type: none"> • no net emissions of greenhouse gases by 2050. • economic growth decoupled from resource use. • no person and no place left behind. <p>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.</p> <ul style="list-style-type: none"> • Sustainable mobility. 	<p>The proposed DART+ South West project supports the European Green Deal by reducing the GHG emissions from the transport sector by electrifying the Cork Mainline (from Hazelhatch & Celbridge Station to Heuston Station) and also from Heuston Station to Glasnevin, via the Phoenix Park Tunnel Branch Line. The DART+ South 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 Project.</p>

Name	Description	Cumulative Impact with proposed Project
	<ul style="list-style-type: none"> • Smart mobility. • Resilient mobility. <p>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.</p>	<p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>
<p>The Trans-European Transport Network (TEN-T)</p>	<p>The Trans-European Transport Network (TEN-T) policy supports the development of a Europe-wide network of railway lines, roads, inland waterways, maritime shipping routes, ports, airports and railroad terminals. The overall objective of TEN-T is to “close gaps, remove bottlenecks and technical barriers, as well as to strengthen social, economic and territorial cohesion in the EU”.</p> <p>The TEN-T policy seeks to achieve the following:</p> <ul style="list-style-type: none"> • Improved use of infrastructure; • Reduced environmental impact of transport; • Enhanced energy efficiency; and • Increased safety. <p>The ‘Core Network’ of the TEN-T policy includes the most important connections and links between key transport nodes, with nine corridors identified to streamline and facilitate the coordinated development of the Core Network by 2030.</p> <p>DART+ South West is identified as an Action under the TEN-T Connecting Europe Facility Programme (CEF) which acknowledges that the “<i>upgrading this railway line to four electrified tracks will bridge the missing link by connecting the Cork Line and the Belfast Line through two stations in Dublin (the Hazelhatch and Connolly stations)</i>”. The Action concerns “<i>developing the designs for the DART+ South West from the preliminary design to the detail design phases, completing the approval process and subsequently launching the procurement for works on electrifying, re-signalling, the railway infrastructure components of stations, bridge replacements and tracking to construct the necessary infrastructure along the Kildare line in Dublin</i>”.</p>	<p>The proposed DART+ South West project is consistent with the objectives of the Trans-European Transport Network. The proposed DART+ South West project will create a rail mode transport which is more energy efficient. It will 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.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

Name	Description	Cumulative Impact with proposed Project
National		
<p>Project Ireland 2040 – National Planning Framework</p>	<p>The National Planning Framework (the NPF) is the primary articulation of spatial, planning and land use policy in Ireland. 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 coordinating 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 Project will support the implementation of several NSOs and NPOs identified in the NPF and the NDP respectively. Of relevance to DART+ Programme are National Strategic Outcomes 1, 4 and 8.</p> <ul style="list-style-type: none"> • NSO 1 - Compact Growth seeks to manage the sustainable growth of cities, towns and villages to create compact and attractive places in which people can live and work. NSO 1 seeks to achieve effective densities and consolidation of built form rather than further sprawl of urban development. In this regard, the NPF states that: <i>“Combined with a focus on infill development, integrated transport and promoting regeneration and revitalisation of urban areas, pursuing a compact growth policy at national, regional and local level will secure a more sustainable future for our settlements and for our communities”</i>. • NSO 4 - Sustainable Mobility is identified as being central to enhancing competitiveness, sustaining economic progress and enabling mobility choices for citizens. Under NSO 4, the NPF aims to expand the range of public transport services available and to reduce congestion and emissions. The policy also commits to invest in key transport projects such as the DART+ Programme, BusConnects and Metro Link. NSO 4 states: <p><i>“In line with Ireland’s Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns</i></p>	<p>The implementation of the DART+ Programme is supported by the NPF which includes the DART+ South West project.</p> <p>The proposed Project 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.</p> <p>The proposed Project 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.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

Name	Description	Cumulative Impact with proposed Project
	<p><i>will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.”</i></p> <p>The NPF highlights that Dublin and other major urban areas are too heavily dependent on road and private, mainly car-based, transport, resulting in our roads becoming heavily congested. In order to overcome this issue, the NPF aims to deliver the key public transport objectives of the Transport Strategy for the Greater Dublin Area 2016-2035 by investing in projects such as MetroLink, DART + Programme, and BusConnects in Dublin.</p> <ul style="list-style-type: none"> NSO 8 - Transition to a Low Carbon and Climate Resilient Society, notes that the progressive and strategic development of new, sustainable energy systems, will support <i>“the conversion of the built environment into both generator/consumer of energy and the electrification of transport fleets”</i>. Electrification of commuter services by means of the DART+ Programme will enable a transition away from diesel-based commuter trains to a highly decarbonised electricity supply. 	
<p>Project Ireland 2040 - National Development Plan 2021-2030</p>	<p>The National Development Plan 2021-2030 (the NDP) is the most recent infrastructure investment plan adopted by the government. The NDP is aligned with the delivery of the NPF objectives and sets out the State’s investment priorities from 2021-2030 within the context of a changing demographic, the need for Ireland to move to a low carbon society and the sustainable growth opportunities brought about by a growing population.</p> <p>The Plan supports the delivery of Project Ireland 2040 through public capital investment over the next ten years and guides national, regional and local planning and investment decisions in Ireland. The NDP provides government departments with greater visibility of their investment capacity over the term of the Plan. It sets out departmental allocations to 2025 and a total public investment of €165 billion over the period 2021 to 2030.</p> <p>The focus of the NDP is to ensure more sustainable, compact urban growth. In this regard, the NDP states that “urban, compact growth will be supported under this NDP through investment in high quality integrated active travel and public transport systems and supporting amenities”.</p> <p>The NDP identifies the public transport as a strategic investment priority and notes that <i>“the DART+ Programme will be a cornerstone of rail investment within the lifetime of Project Ireland 2040 and represents the single biggest investment in the Iarnród Éireann network”</i>.</p>	<p>The proposed DART+ South West Project is supported by the NDP. The project will deliver the electrification of Cork Mainline (from Hazelhatch & Celbridge Station to Heuston Station) and also from Heuston Station to Glasnevin, via the Phoenix Park Tunnel Branch Line as part of the DART+ Programme which has been identified as a cornerstone investment for rail transport by the NDP.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

Name	Description	Cumulative Impact with proposed Project
<p>Smarter Travel – A Sustainable Transport Future A New Transport Policy for Ireland 2009-2020</p>	<p>The Department of Transport (DoT)² <i>Smarter Travel - A Sustainable Transport Future A New Transport Policy for Ireland 2009-2020</i> is a national policy document that sets out 5 no. key goals including:</p> <p>“(i) to reduce overall travel demand; (ii) to maximise the efficiency of the transport network; (iii) to reduce reliance on fossil fuels; (iv) to reduce transport emission; and (v) to improve accessibility to transport.”</p> <p>The national policy outlines targets to:</p> <p>Address unsustainable transport and travel patterns and to reduce the health and environment impacts of current trends;</p> <p>Deliver a sustainable transport system in line with climate change targets;</p> <p>Reduce work related commuting by car from a current modal share of 65% down to 45% by 2020;</p> <p>Increase commuting by alternative sustainable modes to 55% by 2020. The document outlines five key goals necessary for achieving sustainability in transport. These are:</p> <ul style="list-style-type: none"> • Reduce overall travel demand and commuting distances travelled by car; • Improve economic competitiveness through maximising the efficiency of the transport network and alleviating congestion and infrastructure bottlenecks; • Reduce reliance on fossil fuels and thus improve the security of energy supply; • Minimise the negative impacts of transport on the local and global environment by reducing air pollutants and Greenhouse Gas emissions attributed to travel; and • Improve accessibility to transport and improve quality of life with an emphasis on people with reduced mobility and those experiencing isolation as a result of reduced accessibility. 	<p>The proposed DART+ South West Project will support the achievement of the five key goals for sustainability in transport outlined in this plan.</p> <p>The Project will reduce GHG emissions by electrifying the Cork Mainline (from Hazelhatch & Celbridge Station to Heuston Station) and also from Heuston Station to Glasnevin, via the Phoenix Park Tunnel Branch Line and thus reducing the carbon footprint of rail transport. The proposed DART+ South West project will also increase the frequency of rail services promoting the use of sustainable transport modes within urban, and interurban areas.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>
<p>Strategic Investment Framework for Land Transport (SIFLT)</p>	<p>The Department of Transport (DoT) <i>Strategic Investment Framework for Land Transport, 2015</i> (SIFLT) lays out the role of transport in the future development of the Irish economy. The framework establishes two key principles:</p>	<p>The proposed DART+ South West Project supports the Strategic Investment Framework for Land Transport by increasing public transport capacity along the existing Cork Mainline (from</p>

² It is noted that the DoT was previously known as Department of Transport, Tourism and Sport’s (DTTAS)

Name	Description	Cumulative Impact with proposed Project
	<p><i>“(1) High level priorities for future investment in land transport; and (2) Key principles, reflective of those priorities, to which transport investment proposals will be required to adhere”.</i></p> <p>The SIFLT considers the objective of transport investment considering current and projected transport demand and identifies key issues for policy makers when investing in land transport. The framework sets out the rationale for investment in transport networks, citing their role in driving economic growth, and supporting the delivery of economic development objectives by enabling efficiency and competitiveness across the economy.</p> <p>The framework highlights Irelands obligations regarding the reduction of carbon emissions and identifies the need for radical transformation within the transport sector if the targeted reduction in carbon emissions of 80% by 2050 is to be achieved. The need for investment is also established by illustrating that the existing land transport systems cannot cater for the projected increases in population and a 35% increase in commuting trips by 2040.</p> <p>The SIFLT’s priorities outlined below echo Project Ireland 2040’s NSOs and guide investment decisions for transport schemes:</p> <p>Address Urban Congestion: The need to address urban congestion is prioritised within the Framework to improve the efficiency and sustainability of the urban transport system. This is to be achieved by improving and expanding public transport capacity, the expansion of walking and cycling infrastructure and the wider use of technology within transport systems; and</p> <p>Maximise the contribution of Land Transport to National Development: Transport systems should aim to enhance the efficiency of the existing network, improve connections to key ports and airports and support national and regional spatial planning priorities.</p> <p>In December 2021, the Department of Transport published the National Investment Framework for Transport in Ireland (NIFTI). This new framework replaces the SIFLT.</p>	<p>Hazelhatch & Celbridge Station to Heuston Station) and also from Heuston Station to Glasnevin, via the Phoenix Park Tunnel Branch Line rail lines.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>
National Investment Framework for Transport in Ireland (NIFTI) (2021)	Following the publication of Project Ireland 2040, DoT commenced the Planning Land Use and Transport Outlook (PLUTO) 2040 to update the SIFLT to ensure the alignment of planning with regard to land use and transport projects across government departments and agencies.	NIFTI supports the implementation of the DART+ South West Project which 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.

Name	Description	Cumulative Impact with proposed Project
	<p>In December 2021, the Department of Transport published the National Investment Framework for Transport in Ireland (NIFTI). This new framework replaces the previous Strategic Investment Framework for Land Transport (SIFLT), which was published by the Department of Transport in 2015. The Framework will be used by the Department for prioritising future investment in land transport network to support of the delivery of the ten National Strategic Outcomes (NSOs) of the National Planning Framework. 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.</p> <p>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. DART+ programme will result in a substantial investment in sustainable mobility being delivered under the National Development Plan and supports the objectives of the NPF.</p> <p>The future network analysis undertaken to inform NIFTI has demonstrates that the DART+ Programme for the GDA will address existing congestion issues, cater for rising travel demand, and support sustainable public transport options across the GDA. The DART+ Programme will also encourage compact growth, transport-orientated development (TOD) and supports the decarbonisation of the transport sector to include the purchasing of electric powered trains. The project also supports improvements and maximisation of existing transport infrastructure assets.</p> <p>To address the transport challenges, NIFTI establishes four investment priorities namely:</p> <ol style="list-style-type: none"> 1. Decarbonisation 2. Protection and Renewal 3. Mobility of People and Goods in Urban Areas, and 4. Enhanced Regional and Rural Connectivity. <p>The four NIFTI Investment Priorities are supplemented by Modal and Intervention Hierarchies. 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.</p>	<p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

Name	Description	Cumulative Impact with proposed Project
National Sustainable Mobility Policy	<p>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 Ireland's 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.</p> <p>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.</p> <p>The policy is guided by three key principles, which are underpinned by ten high level goals. The DART+ South West project supports the principles and goals outlined in the NSMP.</p> <p>Safe & Green Mobility</p> <ol style="list-style-type: none"> 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 <p>People Focused Mobility</p> <ol style="list-style-type: none"> 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 <p>Better Integrated Mobility</p> <ol style="list-style-type: none"> 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. <p>The DART+ programme is identified as a key focus for the Greater Dublin Area (GDA), by expanding the electric and battery electric fleet and rail network, with electrified services from 50 km to 150 km by 2030. The DART+ programme also expands and improves public transport services through improved railway infrastructure which is</p>	<p>The principles and goals of the National Sustainable Mobility Policy align with and support the DART+ South West project.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

Name	Description	Cumulative Impact with proposed Project
<p>Climate Action and Low Carbon Development (Amendment) Act 2021</p>	<p>fundamental to achieving the target of an additional 500,000 daily active travel and public transport journeys by 2030.</p> <p>In July 2021, the Climate Action and Low Carbon Development (Amendment) Act 2021 was signed into law. It provides a governance framework setting out how Ireland will transition to 'Net Zero' and achieve a climate neutral economy by no later than 2050.</p> <p>The key features of the Act are:</p> <ul style="list-style-type: none"> • Placing on a statutory basis a 'national climate objective', which commits to pursue and achieve, the transition to a climate resilient, biodiversity-rich, environmentally sustainable, and climate-neutral economy, by no later than 2050. • Carbon budgets including a provision for setting sectoral targets. • Actions for each sector to be included in an annually revised Climate Action Plan. • Strengthened role for the Climate Change Advisory Council. • New oversight and accountability by the Oireachtas. • Public Bodies will be obliged to perform their functions in a manner consistent with national climate plans and strategies and furthering the achievement of the national climate objective. 	<p>Transport is one of the key sectors in which substantial improvements are required in order for Ireland to achieve a climate neutral economy by no later than 2050. The DART+ Programme will contribute to achieving this objective.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>
<p>The Climate Action Plan 2023</p>	<p>The Climate Action Plan 2023 (CAP23) provides a detailed plan for taking action to achieve the Government commitment to reduce the overall greenhouse gas emissions by 51% by 2030 and sets out specific actions to achieve net-zero emissions by 2050.</p> <p>The Action Plan focuses on: providing our communities with cleaner air and water; establishing a greener economy and society; and working towards adaptation and recovery from climate change. The Action Plan also seeks to reduce transportation emissions by 50% by 2030 and cutting our dependency on fossil fuels.</p> <p>The Action Plan focuses on the net-zero decarbonisation pathway for transportation based on the 'Avoid - Shift - Improve' framework</p> <p>The Action Plan notes that “<i>key milestones have already been achieved on major infrastructural projects, including BusConnects in each of our 5 cities and the Greater Dublin Area's DART+ Programme and Metrolink, which will continue to be progressed through public consultations and the planning systems</i>”.</p> <p>Action TR/23/37 seeks to promote and support the advancement of the DART + Programme to help decrease emissions. In this regard, the proposed DART+ South West Project is fully supported by the Climate Action Plan 2023 and will contribute to achieving its goals and targets.</p>	<p>The proposed DART+ South West Project supports the plan by contributing to a reduction in emissions from the transport sector through the electrification of the DART+ South West fleet. The proposed Project will also increase the frequency and passenger capacity of rail services, enabling the transition to sustainable transport systems.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

Name	Description	Cumulative Impact with proposed Project
<p>The White Paper: Ireland's Transition to a Low Carbon Energy Future 2015-2030</p>	<p>The White Paper provides a framework for transforming Ireland's fossil fuel-based energy sector into a clean, low carbon system by 2050. 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.</p> <p>The actions that support the proposed Project are:</p> <ul style="list-style-type: none"> • "Support initiatives to improve the energy efficiency of the rail network" (pg. 66). • "Support further rail electrification" (pg.67). 	<p>The implementation of the DART+ South 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.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>
<p>National Rail / Strategy</p>		
<p>2030 Rail Network Strategy Review</p>	<p>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."</p> <p>The review stated that the Dublin – Cork corridor "<i>remains the dominant corridor on the rail network, carrying a high level of passenger demand, and a significant level of intercity movements, particularly by business travellers who account for over 35 per cent of total rail passengers</i>". The proposed DART+ South West Project aims to electrify a portion of the railway corridor from Dublin to Hazelhatch & Celbridge Station. The Dublin to Cork intercity will use the non-electrified line.</p> <p>In terms of the distribution of passenger demand across the various routes, the Strategy review indicates that in 2011, the Drogheda commuter route accounted for the highest proportion (26.9%) of passenger, followed by the Maynooth commuter route (19.3%), the Cork inter-city route (10.9%) and the Kildare commuter route (8.2%).</p>	<p>The implementation of the DART+ South West Project is supported by and aligns with the 2030 Rail Network Strategy Review as it includes electrification of a section of the rail network and increased capacity.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>
<p>Iarnród Éireann Strategy 2027</p>	<p>IE prepared the 2027 Strategy for its national railway network. The Strategy will aid IE 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.</p>	<p>The implementation of the DART+ South West project is supported by and aligns with the Iarnród Éireann Strategy 2027.</p> <p>The DART+ South West project provides improved services for passengers on the Kildare</p>

Name	Description	Cumulative Impact with proposed Project
	<p>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”. 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+ South West Project, the Strategy states that the four tracking work “<i>will increase reliability and journey times for all Intercity services using this corridor. This will be achieved by separating Intercity services from commuter services (i.e. Intercity will continue non-stop from Hazelhatch to Heuston at line speed without being impacted by the stopping commuter traffic)</i>”.</p>	<p>Line and accommodates major developments planned along the corridor including Adamstown SDZ and Clonburris SDZ. The segregation of DART and InterCity services allowed by the four-track railway improves punctuality and reliability of all services using the corridor.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>
<p>All-Island Strategic Rail Review Consultation Paper</p>	<p>In November 2021, the Department of Transport launched and published an All-Island Strategic Rail Review Consultation Paper and will focus on delivering 6 goals namely:</p> <ul style="list-style-type: none"> • Goal 1: Contribute to Decarbonisation • Goal 2: Improve All Island Connectivity Between Major Cities • Goal 3: Enhance Regional And Rural Accessibility • Goal 4: Encourage Sustainable Mobility • Goal 5: Foster Economic Activity • Goal 6: Achieve Economic and Financial Feasibility. <p>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.</p>	<p>Whilst the outcomes of this review are not known it is noted that the DART+ South West project will directly promote decarbonisation through electrification of the network, enhance connectivity, foster economic activity and sustainable mobility.</p>
<p>Rail Freight 2040 Strategy</p>	<p>The Rail Freight 2040 Strategy has been prepared by IÉ to guide the development of an expanded rail freight sector which will reduce carbon emissions from transport while enabling sustainable growth. The strategy sets out 25 strategic initiatives with an estimated investment of €500 million over the next twenty years. Identified infrastructure investments which may increase rail freight on the subject rail corridor include:</p> <ul style="list-style-type: none"> • Limerick Junction Western Gateway which will capitalise on the high volumes of traffic between Dublin and the South West a Strategic Freight Terminal will be developed at Limerick Junction to facilitate intermodal traffic, a hub for distribution activity and support of businesses across the wider region. 	<p>The four tracking of the DART+ South West Project adds additional capacity and resilience to the rail network offering the potential for increase rail freight traffic.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

Name	Description	Cumulative Impact with proposed Project
	<ul style="list-style-type: none"> • Dublin Eastern Gateway - A Strategic Freight Terminal will be developed to the West of Dublin to facilitate intermodal traffic to and from the South West. The facility could be co-located with a dedicated construction materials terminal to support supplies to Dublin for this industry as it responds to housing and wider development demands over the coming decades. • Dublin Port - Operations at Dublin Port will be developed to optimise the integration of rail freight within the port and support it in responding to longer term capacity challenges • Tactical Rail Freight Terminals (TRFTs) TRFTs will be developed in Cork, Galway and Sligo to establish a cross county network of rail freight facilities. In collaboration with road operators these terminals will expand the reach of rail freight and provide sustainable intermodal freight options to businesses across the regions. 	
Regional		
<p>Eastern and Midland Regional Spatial and Economic Strategy 2019-2031</p>	<p>The <i>Regional Spatial & Economic Strategy 2019-2031</i> (RSES) for the Eastern and Midland Region including the Metropolitan Area Spatial Plan for Dublin was published in June 2019. The RSES is a strategic plan and investment framework to shape the future of the region to 2031 and beyond. 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.</p> <p>The RSES highlights the DART+ Programme and its role in the consolidation of Dublin City Centre and surrounding areas. It notes:</p> <p><i>“The RSES supports a feasibility study for the provision of high-speed rail links between Dublin and Limerick/ Junction Cork and enhanced rail services including the extension of the DART to Celbridge/ Hazelhatch in north Kildare”</i></p> <p>The RSES identifies a Strategic Development Corridor to the south west of the city and notes the role that the DART + Programme plays in this regard:</p> <p><i>“The consolidation of the western suburbs of Clonburris, Kilcarberry and Adamstown, linked to increased capacity and electrified services on the Kildare line, to be delivered by 2027”.</i></p> <p>Policy Objective RPO 8.8 supports the DART+ South West with the following rail projects noted in the associated Table 8.2 of the RSES:</p>	<p>The DART+ South 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 Heuston West.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

Name	Description	Cumulative Impact with proposed Project
	<p><i>“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, Maynooth and M3 Parkway...”</i></p> <p><i>“New stations to provide interchange with bus, LUAS and Metro network including Kishoge, Heuston West, Cabra, Glasnevin, Pelletstown and Woodbrook.”</i></p> <p>A Strategic Environmental Assessment and an Appropriate Assessment were undertaken and published with this Strategy.</p>	
<p>Dublin Metropolitan Area Strategic Plan (MASP)</p>	<p>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 include the management of sustainable and compact growth of Dublin City and better use of underused lands. Strategic development areas and corridors are identified in the MASP, including the DART+ Programme in the south-west corridor.</p> <p>The Vision for MASP is to <i>“build on our strengths to become a smart, climate resilient and global city region, expanding access to social and economic opportunities and improved housing choice, travel options and quality of life for people who live, work, study in or visit the metropolitan area.”</i> This vision is underpinned by a spatial framework which supports the overall settlement strategy of the EMRA and sequential development of the metropolitan area which include focusing on the consolidation of Dublin City and suburbs and key towns which will be served by the DART+ South West expansion project.</p> <p>One of the Guiding Principles to achieve this vision is;</p> <p><i>“Integrated Transport and Land use: 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”.</i></p> <p>The MASP contains several objectives for the Dublin Metropolitan Area, including Sustainable Transport Objective to include:</p> <p>RPO 5.2 <i>“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</i></p>	<p>The Dublin Metropolitan Area Strategic Plan supports the implementation of the DART+ South West project. The proposed Project is consistent with RPO5.2.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

Name	Description	Cumulative Impact with proposed Project
	<p><i>efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned”.</i></p> <p><i>“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”.</i></p>	
<p>Transport Strategy for the Greater Dublin Area 2016 - 2035</p>	<p>The Transport Strategy for the Greater Dublin Area 2016-2035 (the Transport Strategy) provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area (GDA) until 2035. It also provides a transport planning policy around which other agencies involved in land use planning, environmental protection and delivery of other infrastructure such as housing, water and power can align their investment priorities. It integrates short, medium and long-term plans for rail, bus, cycling, walking and roads and sets out the transport provisions necessary to “<i>contribute to the economic, social and cultural progress of the GDA by providing for the efficient, effective and sustainable movement of people and goods</i>”.</p> <p>While the Strategy acknowledges the development of the rail network in recent decades, it advises that significant work remains to create a fully integrated rail network.</p> <p>In developing the Transport Strategy, alternative options for the provision of transport services along six radial corridors into Dublin were considered. Heavy rail (DART and Commuter Rail) was found to be the most appropriate solution to meet the transport needs of the high-density population centres across several of the corridors identified. For example, in Corridor C (Maynooth-Leixlip-Lucan-to Dublin City Centre) rail service on the Kildare Line are regarded as serving “<i>the planned for population growth in the areas of Adamstown, Kishoge and Clonburris</i>”.</p> <p>Consequently, the Transport Strategy identifies the heavy rail infrastructure required to be delivered within the lifetime, as follows:</p> <ul style="list-style-type: none"> • <i>Reopen the Phoenix Park Tunnel Link for passenger services, which will link the Kildare/Cork line to the city centre. (The tunnel reopened in 2016 for regular passenger traffic).</i> • <i>Complete the City Centre Re-signalling programme, which will provide additional train paths through the city centre section of the rail network. (The Programme was completed late 2020).</i> 	<p>The objectives of the Transport Strategy for the Greater Dublin Area 2016-2035 align and support the proposed DART+ Programme. It is therefore considered that there will be positive cumulative impacts as a result of the proposed Project. The DART+ South West Project supports the Transport Strategy for the Greater Dublin Area 2016-2035 by increasing the frequency and capacity of rail services.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

Name	Description	Cumulative Impact with proposed Project
	<ul style="list-style-type: none"> • <i>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. (All three major DART+ Projects are currently progressing towards Railway Order applications in the next two years (i.e., DART+ West, DART+ South West and DART+ Coastal)).</i> • <i>Develop a new train control centre to manage the operation of the rail network. (The centre is currently under construction at Heuston West and is expected to be completed in 2022).</i> • <i>Construct additional train stations in developing areas with sufficient demand. (This is ongoing as part of an independent project)</i> • <i>Implement a programme of station upgrades and enhancement. (This is ongoing as part of an independent project)</i> • <i>Ensure an appropriate level of train fleet, of an appropriate standard, to operate on the rail network (This is ongoing as part of an independent project).</i> <p>The GDA Transport strategy includes objectives in respect of specific modes of transport – reiterating the importance of a modal shift away from cars and providing enhanced facilities for public transport, pedestrians and cyclists. A selection of pertinent objectives are as follows:</p> <ul style="list-style-type: none"> • Section 5.7 Walking <ul style="list-style-type: none"> • <i>“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.</i> • <i>Ensure that the permeability and accessibility of public transport stops and stations for local communities is maintained and enhanced.”</i> • 5.8.2 Regional and Local Roads: <ul style="list-style-type: none"> • <i>“Develop appropriate road links to service development areas;</i> • <i>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.”</i> • 5.8.3 Principals of Road Development: 	

Name	Description	Cumulative Impact with proposed Project
	<ul style="list-style-type: none"> • “There will be no significant increase in road capacity for private vehicles on radial roads inside the M50 motorway; • 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.” • 5.10 Park and Ride • “Develop a network of strategic rail-based park and ride facilities at appropriate points where rail services intersect with the national road network, adjacent to, or outside of, the M50. These facilities are, or would be, located at Swords, Finglas, Dunboyne, Liffey Valley, Naas Road, Carrickmines, Woodbrook and Greystones.” <p>The Transport Strategy also outlines objectives for Transport Services and Integration nothing that: “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”.</p> <p>A Strategic Environmental Assessment was undertaken and published with this Strategy.</p>	
<p>Draft Transport Strategy for the Greater Dublin Area 2022-2042</p>	<p>The draft Transport Strategy for the Greater Dublin Area 2022-2042, developed by the National Transport Authority (NTA) was published in November 2021 and was open for public submissions up until January 2022. The Strategy reviews and builds on the previous strategy and once finalised will replace the previous framework. This strategy addresses the transportation requirements to support the continued co-ordinated development within the counties of Dublin, Meath, Kildare and Wicklow. Major projects provided for in the Strategy include:</p>	<p>The measures outlined in this Strategy are supported by the proposed DART+ Programme. The proposed DART+ South West project is supported by the draft Transport Strategy for the Greater Dublin Area. The project will deliver the electrification of the Cork Mainline (from Hazelhatch & Celbridge Station to Heuston Station) and also from Heuston Station to Glasnevin, via the Phoenix Park Tunnel Branch Line which is outlined as a measure within the plan. The DART+ South West Project will support integrated transport and land use planning, and with the planned improvement in the fleet and increase in services it will support behaviour changes due to the provision of viable over the private car.</p>

Name	Description	Cumulative Impact with proposed Project
	<ul style="list-style-type: none"> • <i>Luas Cross City;</i> • <i>The reopening of the Phoenix Park Tunnel Rail Line (now complete);</i> • <i>The on-going roll out of cycle tracks and greenways;</i> • <i>Metrolink;</i> • <i>DART+ Programme;</i> • • <i>Investment in bus priority and bus service improvements e.g BusConnects Dublin; and.</i> • <i>M7 Naas to Newbridge widening, Oberstown Interchange and Sallins Bypass.</i> <p>With regards to the DART+ Programme, the Strategy includes the following measures:</p> <p>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”</p> <p>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”</p> <p>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 Clonburriss SDZ is realised. Other stations will be considered where development patterns support such provision”</p> <p>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”.</p> <p>A Strategic Environmental Assessment and an Appropriate Assessment were undertaken and published with this Strategy.</p>	<p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>
<p>Greater Dublin Cycle Network Plan</p>	<p>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 Greater Dublin Area Cycle Network Plan sets out a 10-year strategy to expand the urban cycle network from 500km to 2,480km. The overarching ambition of the scheme is, by</p>	<p>As the proposed Project 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 Project.</p>

Name	Description	Cumulative Impact with proposed Project
	<p>2021, to increase the numbers who commute by bike to be the same amount as those who commute by bus.</p> <p>The network will consist of a series of primary, secondary and feeder routes as well as greenways routes. These routes will comprise of a mix of cycle tracks and lanes, cycleways and infrastructure-free cycle routes in low traffic environments. To compliment the investment in the cycle network, the cycle network plans also provide for:</p> <p><i>“Sufficient on and off-street public cycle parking at key urban destinations such as bus/rail stations, schools and large workplaces.</i></p> <p><i>The expansion of the bike share scheme in Dublin City and the introduction of similar schemes across the Greater Dublin Area.</i></p> <p><i>The implementation of a comprehensive cycle route signage programme in conjunction with the development of the cycle network”.</i></p> <p>The proposed network of primary, secondary and greenway cycle routes include several crossings of the DART+ South West Project corridor.</p> <p>It is noted that the NTA has updated the GDA Cycle Network Plan which accompanies the recently published Draft GDA Transport Strategy (November 2021). The 2021 draft GDA Cycle Network Plan provides a substantial update of the 2013 GDA Cycle Network Plan. The update plan continues to support the enhancement and expansion of cycling provision.</p>	<p>The DART+ South West project will support the Greater Dublin Cycle Network Plan. The DART+ South West project will complement the proposed cycle and Greenway routes by enhancing connectivity and transport integration.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>
<p>Integrated Implementation Plan 2019-2024</p>	<p>Following the approval of a transport strategy for the region by the Minister for Transport, Tourism and Sport, the NTA 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.</p> <p>The Implementation Plan 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.</p> <p>The IIP provides further detail on the sequencing and allocation of the €4.6b available to the NTA across Bus, Light Rail, Metro and Heavy Rail projects up to 2024. It also notes</p>	<p>The investment programme and overall funding provisions of the Implementation Plan 2019-2024 align with and support the proposed DART+ South West Project. It is therefore considered that there will be positive cumulative impacts as a result of the proposed Project.</p> <p>The Integrated Implementation Plan supports the DART+ South 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.</p>

Name	Description	Cumulative Impact with proposed Project
	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”.	Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.
Local		
Dublin City Development Plan 2022-2028 ³	<p>The 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:</p> <p>SMT01: “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)”.</p> <p>SMT14: “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”.</p> <p>SMT017: “(ii) To promote and seek provision of additional stations as part of the DART+ projects in consultation with Iarnród Éireann/Irish Rail”.</p> <p>SMT22: “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 public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region”.</p> <p>SMT23: (i) “To work with Iarnród Éireann/Irish Rail, the NTA, TII and other operators to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity.”</p>	<p>As the proposed Project is consistent with and supports the Dublin City Development Plan 2022-2028 it is considered that there will be positive cumulative impacts as a result of the proposed Project.</p> <p>The implementation of the DART+ South West project is supported by the Dublin City Development Plan 2022-2028 as the DART+ South West will aid in achieving several of the key policies outlined in the plan.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

³ At the time of going to print the final geospatial datasets for the 2022 Plan were not publicly available. The datasets referred to and illustrated in this EIAR and supporting documentation including Volume 3A of this EIAR are therefore based on the previous 2016 Plan. The assessments have, however, had regard to the published PDF maps included as part of Volume 3 - Zoning Maps of the 2022 Plan.

Name	Description	Cumulative Impact with proposed Project
	<p>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”.</p>	
<p>Park West – Cherry Orchard Local Area Plan 2019</p>	<p>The Park West - Cherry Orchard Local Area Plan (LAP) was adopted in 2019 and provides for the future development of the area.</p> <p>The LAP notes the following about the Park West – Cherry Orchard station and Kildare Line which runs centrally through the area:</p> <ul style="list-style-type: none"> • “The station is served by commuter and intercity services serving Heuston and Connolly stations; however, infrequent services do not make travel by train an attractive option. • Vacant ground floor units in the vicinity of the train station reflect the limited use of the train station as a means of travel”. <p>The LAP identifies 46 hectares of land available for development with the potential to deliver approximately 2,000 new residential units alongside new mixed use and commercial development. It identifies several vacant Key Development Sites, including sites which immediately adjoin the Kildare Line to the north and south. The overarching development strategy for the LAP is for the development of these vacant sites and their successful integration into the existing fabric of both the immediate area and the wider city.</p> <p>The proposed land use strategy for the land includes mixed-use development with employment generating uses around the Park West – Cherry Orchard station.</p>	<p>As the proposed Project supports the Park West - Cherry Orchard Local Area Plan it is considered that there will be positive cumulative impacts as a result of the proposed Project. The DART+ South West Project will improve commuter rail services at this location and therefore enhance the social and economic conditions of the area.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>
<p>City Edge Project</p>	<p>The City Edge Project is emerging policy rebranding the Naas Road – Ballymount – Cherry Orchard – Park West URDF Masterplan which was published in September 2020. The City Edge Project is a transformative regeneration project for the Naas Road, Ballymount and Park West areas in Dublin with a total study area of 700 ha. It is envisaged the scheme will create a new urban space with the potential for 40,000 new homes and 75,000 new jobs.</p> <p>The project study area runs parallel to the railway track between Park West & Cherry Orchard and Inchicore and includes lands at Inchicore Works, Kylemore Road Bridge and Le Fanu Bridge within the project area.</p>	<p>The DART+ South West Project design is compatible with the possible future provision of a station at Kylemore, although the design and construction of this station is not part of the DART+ South West Project. A future Kylemore station will deliver a multi-modal interchange directly connecting services planned under DART+, BusConnects and Lucan Luas Line. The DART+ South West Project is therefore a</p>

Name	Description	Cumulative Impact with proposed Project
	<p>Following detailed analysis of the area and public consultation on an Emerging Preferred Concept, the City Edge Strategic Framework was published in August 2022. The purpose of the Strategic Framework is to set out a high-level approach and transformational trajectory for the regeneration of a new liveable, sustainable and climate resilient urban quarter. Amongst the objectives proposed is a new rail station and transport interchange on the rail line at Kylemore, and there is also an emphasis on Transport Oriented Development. It is envisaged in the Framework document that a Local Area Plan for the project will be advanced jointly by Dublin City Council and South Dublin County Council.</p>	<p>key enabler for City Edge to reach its full potential of sustainable travel.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>
<p>South Dublin County Development Plan 2022-2028</p>	<p>The South Dublin County Development Plan 2022-2028 was published on 22nd June 2022 and came into effect on the 3rd of August 2022. The development plan sets out the land use framework to guide future development in South Dublin and aims to progress to a more sustainable development pattern in the immediate and long-term future up to 2040 and beyond.</p> <p>The plan includes a vision for the County’s growing communities, places, housing, jobs, sustainable transport and the delivery of services in a manner which promotes climate action and efficient patterns of land use, paying particular attention to physical, cultural, environmental and social elements. The Plan seeks to support the delivery of sustainable transport projects including the DART+ expansion programme, which have the potential to have a transformative impact on transportation within the County, by shifting the dominance of car-based transport towards sustainable public transport.</p> <p>The Plan sets out policies and objectives related to housing, natural, cultural and built heritage, sustainable movement, energy, infrastructure and development, among others. These policies and objectives are consistent with national and regional planning policy as set out in the National Planning Framework and Regional Spatial and Economic Strategy. Across these topic areas, the Plan highlights a number of proposed projects and development opportunities within the County, including housing development, community and recreational amenities and sustainable transport infrastructure.</p> <p>The Plan includes a number of objectives in relation to the DART+ Programme and the DART+ South West Project:</p> <p>SM1 Objective 3: “To support the delivery of key sustainable transport projects including DART and Luas expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network in accordance with RPO 5.2 of the RSES/MASP.”</p> <p>SM3 Objective 2: “To facilitate and secure the implementation of major public transport projects as identified within the NTA’s Transport Strategy for the Greater Dublin Area</p>	<p>As the proposed Project is consistent with and supports the South Dublin County Development Plan 2022-2028 it is considered that there will be positive cumulative impacts as a result of the proposed Project.</p> <p>The implementation of the DART+ South West project is supported by the South Dublin County Development Plan 2022-2028 as the DART+ South West will aid in achieving several of the key policies outlined in the plan.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

Name	Description	Cumulative Impact with proposed Project
	<p>(2016-2035) as updated to 2042, or any superseding document, including BusConnects, the DART expansion programme along the Kildare route, the opening of the new rail station at Kishogue and the Luas to Lucan.”</p> <p>A Strategic Environmental Assessment, an Appropriate Assessment, and a Strategic Flood Risk Assessment have been undertaken and published with the Plan.</p>	
Adamstown Strategic Development Zone	<p>The Adamstown Strategic Development Zone Planning Scheme (the Planning Scheme) was originally approved by An Bord Pleanála in 2003, and further amended in 2014. When complete, the 223.5 ha area will provide approximately 7,000 no. residential units focused around Adamstown Railway Station.</p> <p>The Planning Scheme was prepared regarding best practice in the planning and design of new urban communities. Its holistic design approach seeks to “create urban place with a strong sense of identity that is attractive and desirable as well as safe and secure, in a traditional town and village format”.</p> <p>The Planning Scheme was conceived to: <i>“Provide alternatives to the private car in the form of a new railway station and transport interchange, additional rail capacity, dedicated bus routes and a continuous network of walking and cycling links”</i>.</p>	<p>The DART+ South West project supports the Adamstown SDZ by improving the frequency and reliability of commuter services at Adamstown Station which will bring social and economic benefits to this growing community.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>
Clonburris Strategic Development Zone 2019	<p>In 2006, Government Order (SI 442 of 2006) designated 180 hectares of land at Clonburris as a Strategic Development Zone (SDZ). A Planning Scheme was subsequently made in 2008.</p> <p>In 2015, Government Order (SI No. 604 of 2104) designated 280 hectares of land at Clonburris-Balgaddy as an SDZ; revoking the 2006 Order and 2008 Planning Scheme. Under the Designation of Strategic Development Zone: Balgaddy – Clonburris, the lands which are deemed to be of economic and social importance to the state, are <i>“for residential development and the provision of schools and other educational facilities, commercial activities, including employment office, hotel, leisure and retail facilities, rail infrastructure, emergency services and the provision of community facilities, including health and childcare services.”</i></p> <p>The Kildare / Cork railway line runs centrally / along the northern boundary of the lands and there are train stations within the SDZ, the Clondalkin-Fontill station (which is operational) and the Kishoge station (which was constructed as part of the Kildare Route Project but which is not operational). Overarching principles of the Planning Scheme include:</p>	<p>The DART+ South West project supports the Clonburris SDZ by supporting sustainable travel modes. The DART+ South West Project is therefore a key enabler for Clonburris to reach its full and intended sustainable transport-oriented development potential.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

Name	Description	Cumulative Impact with proposed Project
	<ul style="list-style-type: none"> To develop the SDZ in a manner that maximises existing and proposed public transport opportunities, including high quality rail and bus services; To direct land-uses and densities across the SDZ lands in a manner that creates a sustainable urban district that is based on the integration of land-use and transport planning; and To develop vibrant mixed-use centres around Clonburriss and Kishoge railway stations as part of a hierarchy of urban centres to serve Clonburriss; <p>The Planning Scheme therefore provides for the following:</p> <ul style="list-style-type: none"> A land use strategy that will result in 98% of residences being located within 400 metres of a bus stop or within 800 metres of a train station. Both the Kishoge and Clondalkin-Fonthill Railway stations as forming focal points for the two planned urban centres within the SDZ lands. The main commercial areas are focused primarily around Fonthill Train Station and to a lesser extent Kishoge Train Station. Both the Kishoge and Clondalkin-Fonthill Railway stations serving as interchanges between rail, bus, car, walking and cycling. 	
<p>Kildare County Development Plan 2017-2023</p>	<p>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+ South West Project, the western portion of the route runs through the administrative area of Kildare County Council (KCC) commencing at Hazelhatch.</p> <p>The main policies and objectives stated in the County Development Plan which are of specific relevance to the DART+ Programme include:</p> <p>MT 1: <i>“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.”</i></p> <p>MT 2: <i>“Support sustainable modes of transport by spatially arranging activities around existing and planned high quality public transport systems.”</i></p> <p>MT 3: <i>“Influence people’s travel behaviour and choices towards more sustainable options by working closely with relevant organisations in improving and accessing public transport facilities.”</i></p>	<p>As the proposed Project 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 Project.</p> <p>The DART+ South West project supports the Kildare County Development Plan. The proposed DART+ South West Project will increase the frequency and capacity of rail services promoting the use of sustainable transport modes.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

Name	Description	Cumulative Impact with proposed Project
	<p>MT 8: “Seek to address urban congestion with particular emphasis on facilitating improved bus transport movement and reliability and improved links to bus and railway stations.”</p> <p>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”.</p> <p>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”.</p> <p>PT 3: “Support the delivery of the NTA’s Greater Dublin Area Transport Strategy (2016-2035) in Kildare”.</p> <p>PT 5: “Investigate, in co-operation with Iarnród Éireann 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”.</p> <p>PT 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”.</p> <p>PTO 3: “Support the delivery of the NTA’s Greater Dublin Area Transport Strategy (2016-2035) in Kildare”.</p>	
<p>The Draft Kildare County Development Plan 2023 - 2029</p>	<p>The Draft Kildare County Development Plan 2023 - 2029 is being progressed. The public consultation process for Stage 2 of the Draft Kildare County Development Plan took place between March – May 2022 and the proposed material alterations to the draft Plan were on display in September and October 2022. The process of developing the plan is expected to conclude in early 2023.</p> <p>The main policies and objectives stated in the draft Development Plan which are of specific relevance to the DART+ Programme include:</p> <p>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”.</p> <p>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</p>	<p>The draft plans continue to support the DART+ South West Project.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

Name	Description	Cumulative Impact with proposed Project
	<p><i>to encourage a shift from car-based travel to public transport that is accessible for all, regardless of age, physical mobility, or social disadvantage”.</i></p> <p>TM O9: <i>“Facilitate and secure the delivery/implementation of the public transport projects that relate to County Kildare as identified within the Integrated Implementation Plan (2019-2024), (or any superseding document), including the DART+ programme (Including DART+ West and DART+ South West), BusConnects and the light rail investments. The DART+ projects present an opportunity to improve journey time, reliability, and train frequency”.</i></p> <p>TM O43: <i>“Facilitate and support the extension of the DART+ line to Kilcock, the extension of the DART+ Southwest line to Naas/Sallins (and promote a future extension to Newbridge and Kildare Town in the next DART+ Programme / GDA Transport Strategy Review) and the extension of the LUAS network, in co-operation with Irish Rail, the Department of Transport and the National Transport Authority”.</i></p> <p>TM O44: <i>“Support the electrification of intercity routes”.</i></p> <p>A Strategic Environmental Assessment, an Appropriate Assessment, and a Strategic Flood Risk Assessment have been undertaken and published with the Draft Plan.</p>	
<p>Celbridge Local Area Plan 2017 - 2023</p>	<p>One of the aims of the Celbridge Local Area Plan 2017-2023 (LAP) is to set out a framework for enhancement of the town’s existing transport network by increasing permeability, particularly for sustainable modes of transport and improving access to public transport.</p> <p>The LAP identifies several Key Development Areas (KDAs) including KDA 2 Ballyoulster and KDA 5 Simmonstown located to the south of the River Liffey between Celbridge town centre and Hazelhatch Train Station.</p> <p>LAP Objectives of relevance to DART+ South West include:</p> <p>MTO 1.2: <i>“To facilitate and encourage cycle as a more convenient and safe method of transport through the development of new or improved cycle facilities in Celbridge with a particular focus on the routes identified in the National Transport Authority (NTA) Greater Dublin Area Cycle Network Plan to link population, commercial, community facilities, schools and transport nodes.”</i></p> <p>MTO 2.1: <i>“To create an interlinked public transport network that maximises the efficiency of existing services, reduces overall journey times and facilitates easy exchanges between modes and/or routes.”</i></p>	<p>As the proposed Project is consistent with and supports the Celbridge Local Area Plan 2017-2023 it is considered that there will be positive cumulative impacts as a result of the proposed Project.</p> <p>The proposed DART+ South West Project will increase the frequency and capacity of rail services promoting the use of sustainable transport modes in the Celbridge area which will aid in achieving the objectives of the plan.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

Name	Description	Cumulative Impact with proposed Project
	<p>MTO 2.4: “To provide greater opportunities for modal shift to public transport through the appropriate management of development particularly in lands to the south of Celbridge Town Centre.”</p> <p>MTO 2.5: “To work with all agencies to improve and develop public transport facilities in the area and to link such facilities with Celbridge Town Centre and other nearby towns and to ensure that developments are carried out in accordance with the requirements of this plan and relevant legislation.”</p> <p>MTO 2.6: “To promote alternative routes of the bus service to Hazelhatch Train Station so that it serves Main Street, Maynooth Road, Shackleton Road and Clane Road.”</p> <p>The LAP also includes an objective to improve the road and footpath linking Celbridge to Hazelhatch Station.</p>	
<p>CIÉ Heuston Masterplan</p>	<p>The non-statutory Heuston Masterplan has been prepared to guide the future development of the Strategic Regeneration Area (SDRA 7) under the Dublin City Development Plan.</p> <p>The concept in the Masterplan envisages a substantial quantum of mixed-use development (c. 210,000 sq.m) including over 1,000 residential units. The development of the area is intended to be an exemplar of Transport Orientated and Sustainable Development focused around Heuston Station and Heuston West (the new DART station proposed under the subject RO application), with new pedestrian and cycling infrastructure offering sustainable links to the wider city. The development of this and will open up c. 1km of river frontage and link the green assets of Phoenix Park and the Irish Museum of Modern Art.</p> <p>The location of the proposed Heuston West station is identified in the western portion of the Masterplan area. Links to the existing development at Clancy Quay are also identified, along with a new Liffey Boardwalk that links through (over or under) the existing railway line.</p>	<p>The implementation of the DART+ South West Project is supported by and aligns with the Heuston Masterplan. The Masterplan safeguards ongoing transport operations and planned enhancements.</p> <p>Future development will have access not only to the National Rail Station, LUAS Red Line and terminating bus services, but will also be a hub of the emerging BusConnects plan and feature the DART Heuston West station in proximity to Clancy Quay.</p> <p>The proposed DART+ South West Project is running ahead of the masterplan, which is still in an early stage of development. By providing a new station and new commuter rail connectivity, DART + South West will facilitate the proposed masterplan.</p> <p>Iarnród Éireann, as both landowner and transport operator, will ensure integration of the proposed Heuston West Station with the ambitious new masterplan, as the masterplan is developed in</p>



Name	Description	Cumulative Impact with proposed Project
		<p>more detail. This will include provision for efficient and attractive interchange between transport modes in the wider Heuston area, and development of the public realm to a high standard.</p> <p>Positive, direct and indirect, significant and long-term cumulative effects are predicted to arise from the combination of this plan and the proposed Project.</p>

26.4.3.2 Projects

The cumulative assessment of the Tier 3 projects with the proposed DART+ South West Project is presented below. The cumulative assessment with the proposed DART+ West Project and MetroLink is presented in Table 26.6.

Table 26.7 presents projects within the functional areas of Dublin City Council, South Dublin County Council and Kildare County Council and covers projects listed in the EIA Portal, ABP applications, Foreshore Licence Applications, EPA licence applications and MyPlan applications.

Table 26.6: Tier 3 Cumulative Assessment of DART+ South West with the DART+ West and MetroLink Projects

Project Details	Project Description	Cumulative Impact with proposed Project
<p>Project Name: DART+ West</p> <p>Applicant: CIÉ</p> <p>Planning Application Reference: 314232</p> <p>Location: Maynooth and M3 Parkway to Connolly Station and the proposed Spencer Dock Station</p> <p>Planning Status: Lodged with ABP in July 2022, Case is due to be decided by 13/02/2023</p>	<p>DART+ West is seeking to modernise and optimise the existing railway between Maynooth and M3 Parkway to Connolly Station and the proposed Spencer Dock Station. The project involves track works, electrification and certain interventions to remove constraints.</p> <p>The extended electrification 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:</p> <ul style="list-style-type: none"> • Electrification and re-signalling of the Maynooth and M3 Parkway lines (approximately 40km in length). • Capacity enhancements at Connolly Station (to include modifications to junctions and the station) to facilitate increased train and passenger numbers. • Provision of a new Spencer Dock Station, which will better serve the north Docklands area and improve interchange with the Luas. • Closure of level crossings and provision of replacement bridges where required. • Construction of a new DART depot facility west of Maynooth for the maintenance and parking (stabling) of trains. • Interventions at existing bridges over the rail line where there are insufficient clearances for the overhead electrification equipment. • Substations, electrical buildings and all other civil and ancillary works as necessary to accommodate the project. 	<p>At the time of writing, the DART+ West Project has submitted its Railway Order Application to ABP at the end of July 2022. The DART+ West Project was required to assess impacts in accordance with the EIA Directive including the assessment of cumulative effects with DART+ South West as part of its Railway Order Application.</p> <p>The DART+ South West Project consists of the electrification of the existing Cork Mainline from Hazelhatch & Celbridge Station to Heuston Station and to Glasnevin Junction via the Phoenix Park Tunnel Branch Line.</p> <p>Based on the DART+ West Design, the permanent works covered on the Phoenix Park Tunnel Branch Line extend only to Glasnevin Cemetery Road Bridge (OBO10). The electrification of the DART+ West Project terminates at this location. As such, the DART+ South West Project will continue the electrification of the Phoenix Park Tunnel Branch Line from this point onwards. The DART+ South West Project requires a partial reconstruction of the Glasnevin Cemetery Road Bridge (OBO10) to accommodate the necessary OHLE requirements.</p> <p>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. There will be a loss of linear habitat removal associated with the Projects which will impact on the Biodiversity Resource. There will also be cumulative losses of heritage features associated with both projects. The recording of structures that are to be demolished, while not preserving the structures, can ensure that knowledge of their existence and character is preserved for the future.</p>

Project Details	Project Description	Cumulative Impact with proposed Project
		<p>Long-term positive cumulative effects are likely during the operation stage as both projects will support the development and improvement of sustainable transport.</p> <p>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. The implementation of the mitigation measures proposed as part of the respective project's EIAR and Construction Environmental Management Plans will address the potential cumulative impacts during construction.</p>
<p>Project Name: MetroLink</p> <p>Applicant: NTA/TII</p> <p>Planning Application Reference: 314724</p> <p>Planning Status: Lodged with ABP in September 2022, Case is due to be decided by 22/05/2023.</p>	<p>MetroLink is a transformative piece of new public transport infrastructure, the first of its kind in Ireland. It will comprise a high-capacity, high-frequency, modern and efficient metro railway, with 16 new stations running from Swords to Charlemont. The alignment will link Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services and create a fully integrated public transport network for the Greater Dublin Area (GDA). The proposed Project will be approximately 18.8km in length.</p> <p>As well as linking major transport hubs, MetroLink will connect key destinations including Ballymun, the Mater Hospital, the Rotunda Hospital, Dublin City University (DCU) and Trinity College Dublin (TCD). Much of the 18.8km route will run underground, an exciting innovation for Irish public transport.</p> <p>It includes a 9.4km section of single bore tunnel running beneath Dublin city centre from Northwood Station to Charlemont Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of Charlemont Station. Tunnel portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the alignment will emerge from tunnel and will run at surface level, in cut and cover and on elevated structures to Estuary Station . A new 99m long bridge will be constructed over the M50 Motorway and a 261m long multi-span Viaduct over the Broadmeadow and Ward Rivers.</p> <p>There will be a total of 16 stations, including 11 underground stations at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O'Connell Street, Tara, St. Stephen's Green and Charlemont; 4 retained cut stations at Seatown, Swords Central, Fosterstown and Dardistown and 1 at grade</p>	<p>The Glasnevin Station for the MetroLink Project provides interchange capability with Irish Rail services on the Maynooth and Kildare lines that serve Connolly Station and Docklands Station. This important interchange station with Irish Rail is located on the west side of the R108 Prospect Road and will be aligned north-south parallel to the R108.</p> <p>Where construction stage of both projects occurs within the same timeframe the potential exists for cumulative effects. The most obvious disruption, albeit a temporary one will be caused by the construction of the projects. People living in the Glasnevin area in the vicinity of the proposed Glasnevin Station may be particularly impacted by the works where the projects converge, particularly for traffic-related cumulative effects with knock-on effects for Air Quality, Climate, Noise & Vibration, Population and Human Health. Mitigation measures proposed for the DART+ South West Project will be implemented to mitigate potential cumulative impacts.</p> <p>An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement for the MetroLink Project has been prepared which has accompanied the Railway Order application to An Bord Pleanála. The EIAR has assessed impact in accordance with the EIA Directive including cumulative effects.</p>

Project Details	Project Description	Cumulative Impact with proposed Project
	<p>station at Estuary. A multi-storey 3000 space park and ride close to the M1 Motorway will be provided at Estuary Station, a maintenance depot is located near Dardistown Station which will house all the facilities required for the maintenance and operation of the MetroLink and its rolling stock and the Operational Control Centre.</p> <p>The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.</p> <p>Construction of the proposed Project is expected to take place over approximately nine years, with an intended construction commencement date in 2025 and an opening year of 2035. 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.</p> <p>A MetroLink Station is proposed at Glasnevin. Glasnevin Station will be a new multi-modal interchange station, linking MetroLink, the two existing Iarnród Éireann heavy railway lines namely Western Commuter Line also known as the Maynooth Line (formerly the Midland Great Western Railway) and the South-Western Commuter Line also known as the Kildare Line (formerly Great Southern and Western Railway, BusConnects, and connections by car, walking and cycling. The new Glasnevin Station will be located on the west side of the R108 Prospect Road and will be aligned north-south parallel to the R108.</p> <p>There is no direct interface between the DART+ South West Project and the MetroLink Project. The boundaries between the DART+ South West Project and the DART+ West Project is at a point before the new MetroLink Station at Glasnevin. As such, the DART+ West Project is the key project with an interface with the MetroLink Project at the new Glasnevin Station.</p>	<p>Long-term positive cumulative effects are likely during the operation stage as both projects will support the development and improvement of sustainable transport. There will be integration and connectivity between other transport hubs, such as Dublin Airport, Iarnród Éireann and DART. The MetroLink will also be electrified and will contribute to reducing Ireland’s transport carbon emissions.</p>

Table 26.7: Tier 3 Cumulative Assessment of DART+ South West with Other Projects

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
EIA Portal Projects				
<p>Applicant Name: National Transport Authority</p> <p>Competent Authority: An Bord Pleanála</p> <p>Planning Application Reference: HA29S.314056</p> <p>EIA Portal Id: 2022123</p> <p>Location: Routed along Fonthill Road, Coldcut Road, Ballyfermot Road, Sarsfield Road, Memorial Road, Inchicore Road, Grattan Crescent, Emmet Road, Old Kilmainham, Mount Brown, James' Street, Thomas Street and High Street.</p> <p>Planning Status: Case is due to be decided by 14/07/2023</p>	<p>Liffey Valley to City Centre Core Bus Corridor Scheme: The Proposed Scheme has an overall length of approximately 9.2km. It will commence at the Fonthill Road where it will tie into the new bus interchange facility on the northern boundary of the Liffey Valley Shopping Centre. The Proposed Scheme will continue along the Fonthill road to the west and south of Liffey Valley Shopping Centre in a southerly direction towards Coldcut Road. From here it will join the R833 Coldcut Road and continue to the bridge over the M50, subsequently turning onto the R833 Ballyfermot Road.</p> <p>The Proposed Scheme will then travel through Ballyfermot Village and continues onto the Sarsfield Road, whilst city bound general traffic is diverted via Le Fanu Road and Kylemore Road back to Ballyfermot Road. The Proposed Scheme will continue along Ballyfermot Road and Sarsfield Road, turning right at the junction with Con Colbert</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.</p> <p>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.</p> <p>Population – Operation: Likely long-term positive effects associated with the development of</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p> <p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West's EIAR's Population Chapter and the Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation or monitoring required.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic & Transport – Operation: Positive, significant, and long-term effects.</p> <p>Population – Construction: Negative, slight and short-term</p> <p>Population – Operation: Positive, significant, and long-term</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	<p>Road before turning right again onto Grattan Crescent. At the intersection of Grattan Crescent and Emmet Road the Proposed Scheme will travel along Emmet Road, Old Kilmainham, Mount Brown and James's Street. From here the Proposed Scheme will join Thomas Street, Cornmarket and High Street to the junction with Nicholas Street and Winetavern Street, where it will join the existing traffic management regime in the City Centre.</p>	<p>sustainable transport modes associated with both projects.</p> <p>Land and Soils – Construction: Project development boundaries have some overlap/interact. Where construction stage of both projects occurs within the same timeframe potential exists for cumulative effects (e.g. due to excavations, material removal) on the land and soil environment. These potential cumulative effects are not considered significant, given the nature and extent of Bus Connects groundworks.</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p> <p>Hydrology – Construction: The construction works for both projects, DART+ South West and the Liffey Valley to City Centre Core Bus Corridor Scheme, will be carried out in the vicinity of and within the drainage catchments of the River Liffey and River Camac. 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</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed and an EIAR has been completed for this stage of the Bus Connects project, with relevant mitigation measures detailed. No further mitigation measures proposed.</p> <p>Land and Soils – Operation: No mitigation or monitoring required.</p> <p>Hydrology – Construction: No further mitigation required as part of DART+ South West Project. Mitigation measures are detailed in the Construction Environmental Management Plan (CEMP) of the respective EIARs of both projects for avoiding, preventing, and reducing any significant adverse impacts on the surface water environment during the Construction Phases of both projects.</p>	<p>Land and Soils – Construction: Negative, slight and short-term.</p> <p>Land and Soils – Operation: Positive, imperceptible and long-term.</p> <p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: Not significant.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>proposed as part of the DART+ South 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.</p> <p>Hydrology – Operation: There are no significant likely cumulative hydrological operational phase impacts.</p>	<p>Hydrology – Operation: No further mitigation required as part of DART+ South West Project. Mitigation measures proposed in the Water (Hydrology) Chapters of the respective EIARs and Flood Risk Assessments (FRAs) of both projects will reduce the potential impacts to surface water quality and the likelihood of flooding occurring. Both projects will implement SuDS drainage design developed accordance with the CIRIA SuDS Manual (CIRIA 2015).</p>	
		<p>Hydrogeology – Construction: Project development boundaries have some overlap/interact. Where construction stage of both projects occurs within the same timeframe the potential exists for cumulative effects on the groundwater environment (e.g. from release of hydrocarbons), and upon the same receiving groundwater bodies, e.g. Dublin GWB. These potential cumulative effects are not considered significant, given the nature and extent of Bus Connects proposed works.</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon the hydrogeological environment likely.</p>	<p>Hydrogeology – Construction: Appropriate assessment and mitigation measures have been proposed for DART+ South West, and an EIAR has been completed for this stage of the Bus Connects project, with relevant mitigation measures concerning hydrogeology provided. No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: Chapter 11 of the DART+ South West EIAR contains mitigation measures in relation to hydrogeology, and an EIAR has been completed for this stage of the Bus Connects project, with</p>	<p>Hydrogeology – Construction: Negative, slight and short-term, Imperceptible.</p> <p>Hydrogeology – Operation: neutral, imperceptible and long-term.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
			relevant mitigation measures detailed. No further mitigation measures proposed.	
		<p>Air Quality – Construction: Construction works in the areas between the Sarsfield Road and the South Circular Road have the potential for cumulative adverse impact from construction dust with the proposed development. This impact may be an increased level of exposure for receptors within the study areas of both projects if constructed simultaneously and/or an elongation of potential adverse impacts if constructed in sequence.</p> <p>Potential for localised construction traffic impacts in the Kylemore Road area if works in this area coincide with the construction phase or diversions of the proposed development.</p> <p>Air Quality – Operation: The development has potential for indirect positive cumulative impacts to air quality if the combined schemes result in a meaningful modal shift away from road transport to rail transport.</p>	<p>Air Quality – Construction: Mitigation has been assigned to both projects. Dust mitigation measures proposed in the Air Quality Chapter of the DART+ South West Project’s EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts.</p> <p>Air Quality – Operation: No mitigation required.</p>	<p>Air Quality – Construction: Short-term and not significant.</p> <p>Air Quality – Operation: Direct slight adverse and indirect slight positive for air quality in the long term.</p>
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from</p>	<p>Climate – Construction: No mitigation or monitoring required.</p>	<p>Climate – Construction: Cumulative generation of greenhouse gases will be</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>embodied carbon, construction activities and transport. Cumulatively this impact is slight adverse.</p> <p>Climate – Operation: Increased rail and bus traffic will result in a net increase in direct transport related greenhouse gas emissions. Indirectly, increased rail and bus traffic may mitigate road traffic emissions if communities make a meaningful modal shift to trail transport as opposed to private cars.</p>	<p>Climate – Operation: No mitigation or monitoring required.</p>	<p>overall short-term and not significant.</p> <p>Climate – Operation: Potentially positive or negative depending on the scale of modal shift to rail and bus travel.</p>
		<p>Landscape and Visual – Construction: If the construction phases of both DART + South West and this project occurs simultaneously, adverse cumulative effects are predicted to arise in the vicinity of Sarsfield Road and Memorial Road.</p> <p>Landscape and Visual – Operation: Cumulative effects will arise however these are not expected to be significant. Some beneficial effects may arise due to the improved streetscape resurfacing works at Memorial Road.</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Landscape and Visual – Operation: No mitigation required.</p>	<p>Landscape and Visual – Construction: Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Some beneficial effects may arise due to the improved streetscape resurfacing works at Memorial Road.</p>
		<p>Material Assets: Utilities, resources and waste resources – Construction: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation measures set out in the Utilities and Resource & Waste Management Chapter of</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: Not significant</p> <p>Material Assets: Utilities, resources and waste</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>two developments. Should the construction phases overlap, there is potential for cumulative effects on the need for off-site capacity for recovery, recycling, treatment and disposal of waste. The projects are likely to generate a similar waste profile such as soil and stones. This has potential for cumulative effects associated with off-site treatment of waste, requirements for treatment capacity of C&D waste generated during construction timeframe.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: No significant cumulative effects are likely to occur to utilities and waste management from the operation of these developments.</p>	<p>the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>	<p>resources – Operation: Not significant</p>
		<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: Both schemes will run through the ZAP for Dublin City (DU020-018) in the vicinity of Memorial Park. They are within an area of archaeological potential relating to the undefined early Medieval burial ground associated with the Memorial Park -Islandbridge-Kilmainham area.</p> <p>Both project areas have been developed (for road and rail). During the construction phases, they have</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: Archaeological monitoring and resolution during the construction stage will address the archaeological heritage cumulative effects on archaeological heritage.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: No mitigation or monitoring required.</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: Not Applicable</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: Not Applicable</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>the potential to reveal previously unknown but truncated archaeological sites or features, including burials. As the projects are within a built-up urban environment where there are no upstanding remains, should archaeological features be identified on both projects, the resulting cumulative effect will not create an overall larger, more significant effect on archaeological environment. There may be a positive benefit of a gradual build-up of knowledge of the former medieval archaeological landscape.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: There will be no cumulative effects during the operational phase of the development.</p>		
<p>Applicant Name: National Transport Authority</p> <p>Competent Authority: An Bord Pleanála</p> <p>Planning Application Reference: HA29N.314942</p> <p>EIA Portal Id: 2022198</p>	<p>Lucan to City Centre Core Bus Corridor Scheme: The Proposed Scheme has an overall length of approximately 9.7km and commences at Junction 3 on the N4 Lucan Road / Lucan bypass. From the R136 Ballyowen Road junction with the R835 Lucan Road the Proposed Scheme will run east down the R835 Lucan Road to the roundabout serving the Lucan Retail Park and the N4 Lucan Road eastbound slip.</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: Likely long-term positive effects associated with the development of</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project’s EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic & Transport – Operation: Positive, significant, and long-term effects.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
<p>Location: Routed along N4 Lucan Road, R148 Palmerstown bypass, R148 Chapelizod bypass, Con Colbert Road, St John's Road West, ending at Frank Sherwin Bridge.</p> <p>Planning Status: Case is due to be decided by 16/05/2023</p>	<p>The Proposed Scheme will continue via the N4 (passing the Liffey Valley Shopping Centre at Junction 2) as far as the M50 Junction 7 and then via the R148 along Palmerstown bypass, Chapelizod bypass, Con Colbert Road, St. John's Road West, ending at Frank Sherwin Bridge, where it will join the prevailing traffic management regime on the South Quays.</p>	<p>sustainable transport modes associated with both projects.</p>		
		<p>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.</p> <p>Population – Operation: Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.</p>	<p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West's EIAR's Population Chapter and the Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation or monitoring required.</p>	<p>Population – Construction: Negative, slight and short-term</p> <p>Population – Operation: Positive, significant, and long-term</p>
		<p>Land and Soils – Construction: Project development boundaries have some overlap/interact. Where construction stage of both projects occurs within the same timeframe potential exists for cumulative effects (e.g. due to excavations, material removal) on the land and soil environment. These potential cumulative effects are not considered significant, given the nature and extent of Bus Connects groundworks.</p> <p>Land and Soils – Operation: No significant operational phase</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed and an EIAR has been completed for this stage of the Bus Connects project, with relevant mitigation measures detailed. No further mitigation measures proposed.</p> <p>Land and Soils – Operation: No mitigation or monitoring required.</p>	<p>Land and Soils – Construction: Negative, slight and short-term.</p> <p>Land and Soils – Operation: Positive, imperceptible and long-term.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>cumulative effects upon the land and soil environment likely.</p> <p>Hydrology – Construction: The construction works for both projects, DART+ South West and the Lucan to City Centre Core Bus Corridor Scheme, will be carried out in the vicinity of and within the drainage catchments of the River Liffey and River Camac.</p> <p>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+ South 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.</p> <p>Hydrology – Operation: There are no significant likely cumulative hydrological operational phase impacts.</p>	<p>Hydrology – Construction: No further mitigation required as part of DART+ South West Project. Mitigation measures are detailed in the Construction Environmental Management Plan (CEMP) of the respective EIARs of both projects for avoiding, preventing, and reducing any significant adverse impacts on the surface water environment during the Construction Phases of both projects.</p> <p>Hydrology – Operation: No further mitigation required as part of DART+ South West Project. Mitigation measures proposed in the Water (Hydrology) Chapters of the respective EIARs and Flood Risk Assessments (FRAs) of both projects will reduce the potential impacts to surface water quality and the likelihood of flooding occurring. Both projects will implement SuDS drainage design developed accordance with the CIRIA SuDS Manual (CIRIA 2015).</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: Not significant.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Hydrogeology – Construction: Project development boundaries have some overlap/interact. Where construction stage of both projects occurs within the same timeframe the potential exists for cumulative effects on the groundwater environment (e.g. from release of hydrocarbons), and upon the same receiving groundwater bodies, e.g. Dublin GWB. These potential cumulative effects are not considered significant, given the nature and extent of Bus Connects proposed works.</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon the hydrogeological environment likely.</p>	<p>Hydrogeology – Construction: Appropriate assessment and mitigation measures have been proposed for DART+ South West, and an EIAR has been completed for this stage of the Bus Connects project, with relevant mitigation measures concerning hydrogeology provided. No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: Chapter 11 of the DART+ South West EIAR contains mitigation measures in relation to hydrogeology, and an EIAR has been completed for this stage of the Bus Connects project, with relevant mitigation measures detailed. No further mitigation measures proposed.</p>	<p>Hydrogeology – Construction: Negative, slight and short-term, Imperceptible.</p> <p>Hydrogeology – Operation: neutral, imperceptible and long-term.</p>
		<p>Air Quality – Construction: Construction works in the areas between the Con Colbert Road (at Memorial Road) and South Circular Road have the potential for cumulative adverse impact from construction dust with the proposed development. This impact may be an increased level of exposure for receptors within the study areas of both projects if constructed simultaneously and/or an elongation</p>	<p>Air Quality – Construction: Mitigation has been assigned to both projects. Dust mitigation measures proposed in the Air Quality Chapter of the DART+ South West Project's EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts.</p> <p>Air Quality – Operation: No mitigation required.</p>	<p>Air Quality – Construction: Short-term and not significant.</p> <p>Air Quality – Operation: Direct slight adverse and indirect slight positive for air quality in the long term.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>of potential adverse impacts if constructed in sequence.</p> <p>Air Quality – Operation: The development has potential for indirect positive cumulative impacts to air quality if the combined schemes result in a meaningful modal shift away from road transport to rail transport.</p>		
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and transport. Cumulatively this impact is slight adverse.</p> <p>Climate – Operation: Increased rail and bus traffic will result in a net increase in direct transport related greenhouse gas emissions. Indirectly, increased rail and bus traffic may mitigate road traffic emissions if communities make a meaningful modal shift to rail transport as opposed to private cars.</p>	<p>Climate – Construction: No mitigation or monitoring required.</p> <p>Climate – Operation: No mitigation or monitoring required.</p>	<p>Climate – Construction: Cumulative generation of greenhouse gases will be overall short-term and not significant.</p> <p>Climate – Operation: Potentially positive or negative depending on the scale of modal shift to rail and bus travel.</p>
		<p>Landscape and Visual – Construction: If the construction phases of both DART + South West and this project occurs simultaneously, adverse cumulative effects are predicted to arise in the vicinity of Con Colbert Road and South Circular Road Junction.</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p>	<p>Landscape and Visual – Construction: Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Some beneficial effects may arise due to the</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Landscape and Visual – Operation: Cumulative effects will arise however these are not expected to be significant. Some beneficial effects may arise due to the improved streetscape resurfacing works at Memorial Road.</p>	<p>Landscape and Visual – Operation: No mitigation required.</p>	<p>improved streetscape resurfacing works at Memorial Road.</p>
		<p>Material Assets: Utilities, resources and waste resources – Construction: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments. Should the construction phases overlap, there is potential for cumulative effects on the need for off-site capacity for recovery, recycling, treatment and disposal of waste. The projects are likely to generate a similar waste profile such as soil and stones. This has potential for cumulative effects associated with off-site treatment of waste, requirements for treatment capacity of C&D waste generated during construction timeframe.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: No significant cumulative effects are likely to occur to utilities and waste management from the operation of these developments.</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation measures set out in the Utilities and Resource & Waste Management Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: Not significant Material Assets: Utilities, resources and waste resources – Operation: Not significant</p>



Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: Both schemes will run through the ZAP for Dublin City (DU020-018) in the vicinity of Memorial Park. They are within an area of archaeological potential relating to the undefined early Medieval burial ground associated with the Memorial Park -Islandbridge-Kilmainham area.</p> <p>Both project areas have been developed (for road and rail). During the construction phases, they have the potential to reveal previously unknown but truncated archaeological sites or features, including burials. As the projects are within a built-up urban environment where there are no upstanding remains, should archaeological features be identified on both projects, the resulting cumulative effect will not create an overall larger, more significant effect on archaeological environment. There may be a positive benefit of a gradual build-up of knowledge of the former medieval archaeological landscape.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: There will be no cumulative effects during the operational phase of the development.</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: Archaeological monitoring and resolution during the construction stage will address the archaeological heritage cumulative effects on archaeological heritage.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: No mitigation or monitoring required.</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: Not Applicable</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: Not Applicable</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
<p>Applicant Name: National Transport Authority</p> <p>Competent Authority: An Bord Pleanála</p> <p>Planning Application Reference: HA29.314610</p> <p>EIA Portal Id: 2022169</p> <p>Location: Routed along Ballymun Road, St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and Church Street, and along Finglas Road from Finglas Village to Phibsborough.</p> <p>Planning Status: Case is due to be decided by 29/03/2023</p>	<p>Ballymun/Finglas to City Centre Core Bus Corridor Scheme: The Proposed Scheme will have an overall length of 11km (kilometres) and is comprised of two main sections in terms of the route it follows, namely: Ballymun to City Centre (hereafter referred to as the Ballymun Section); and Finglas to Phibsborough (referred to as the Finglas Section).</p> <p>The Ballymun Section will commence on R108 Ballymun Road at its junction with St. Margaret's Road, just south of M50 Motorway Junction 4 and will be routed along the R108 on Ballymun Road, St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and R132 Church Street as far as R148 Arran Quay at the River Liffey on the western edge of Dublin City Centre. Priority for buses will be provided along the entire route, consisting primarily of dedicated bus lanes in both directions, where feasible, with alternative measures proposed at particularly constrained locations such as at R108 St.</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.</p> <p>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.</p> <p>Population – Operation: Likely long-term positive effects associated with the development of sustainable transport modes associated with both projects.</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p> <p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West's EIAR's Population Chapter and the Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation or monitoring required.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic & Transport – Operation: Positive, significant, and long-term effects.</p> <p>Population – Construction: Negative, slight and short-term</p> <p>Population – Operation: Positive, significant, and long-term</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	<p>Mobhi Road. A complementary cycle route is proposed along the Royal Canal Bank in Phibsborough.</p> <p>The Finglas Section of the Proposed Scheme will commence on the R135 Finglas Road at the junction with R104 St. Margaret's Road and will be routed along the R135 Finglas Road as far as Hart's Corner in Phibsborough, where it will join the Ballymun Section of the Proposed Scheme. Priority for buses will be provided along the entire route, consisting of dedicated bus lanes in both directions. Continuous</p>	<p>Air Quality – Construction: Construction works in vicinity of residential area of Claremont Lawns / Clareville Grove have the potential for cumulative adverse impact from construction dust with the proposed development. This impact may be an increased level of exposure for receptors within the study areas of both projects if constructed simultaneously and/or an elongation of potential adverse impacts if constructed in sequence.</p> <p>Air Quality – Operation: The development has potential for indirect positive cumulative impacts to air quality if the combined schemes result in a meaningful modal shift away from road transport to rail transport.</p>	<p>Air Quality – Construction: Mitigation has been assigned to both projects. Dust mitigation measures proposed in the Air Quality Chapter of the DART+ South West Project's EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts.</p> <p>Air Quality – Operation: No mitigation required.</p>	<p>Air Quality – Construction: Short-term and not significant.</p> <p>Air Quality – Operation: Direct slight adverse and indirect slight positive for air quality in the long term.</p>

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	<p>segregated cycle tracks will be provided from the Church Street Junction in Finglas to Hart's Corner. No cycle tracks are proposed along the Finglas Bypass at the northern end of the Proposed Scheme, as there are more suitable routes available along local streets.</p>	<p>Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of construction compounds in the residential area Claremont Lawns / Clareville Grove, there is potential for cumulative noise effects from construction activities.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.</p>	<p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the DART+ South West Project's EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p> <p>Noise and Vibration – Operation: No mitigation required.</p>	<p>Noise and Vibration – Construction: Negative, slight to moderate, short-term</p> <p>Noise and Vibration – Operation: Not significant</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
<p>Applicant Name: Clonburris Infrastructure Limited</p> <p>Local Authority: South Dublin</p> <p>Planning Application Reference: SDZ20A/0021</p> <p>EIA Portal Id: 2020227</p> <p>Location: Townlands of Adamstown, Grange, Kishoge, Clonburris Little and Cappagh, Clonburris, Co. Dublin</p>	<p>10 year permission for roads and drainage infrastructure works as approved under the Clonburris Strategic Development Zone Planning Scheme (2019) to form part of the public roads and drainage networks providing access and services for the future development of the southern half of the overall Strategic Development Zone (SDZ) lands;</p> <p>The application is made in accordance with Clonburris Strategic Development Zone Planning Scheme 2019 and relates to a proposed development within the Clonburris Strategic</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services.</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic & Transport – Operation: Positive, significant, and long-term effects</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
<p>Planning Status: Permission Granted</p>	<p>Development Zone Planning Scheme Area as defined by Statutory Instrument No. 604 of 2015; an Environmental Impact Assessment Report accompanies the application.</p>	<p>Biodiversity – Construction: There is potential for cumulative impacts on the biodiversity resource across the extents of the DART+ South West Project, along with other projects. Both developments will result in loss of habitats at a local level. The proposed Clonburris development of road and drainage infrastructure works will result in a habitat loss of 35.4ha and 2.7km of linear habitats (woodland, hedgerows, treelines). This is considered significant at a local scale within the Clonburris EIA. Those habitats of relevance for the DART+ South West Project include GS2, WL1 and WL2.</p>	<p>Biodiversity – Construction: Mitigation and monitoring measures proposed as part of the respective EIA's will be implemented to address all likely significant impacts.</p>	<p>Biodiversity – Construction: Significant negative at a local scale.</p> <p>Biodiversity –Operation: As new habitats, landscape planting and other mitigations take effect the loss of habitat will be addressed to some extent reducing the significance of the loss at local level.</p>
		<p>Land and Soils – Construction: Where construction stage of both projects occurs within the same timeframe potential exists for cumulative effects on the land and soil environment. The potential for significant cumulative effects with the Clonburris SDZ roads and drainage infrastructure works are not considered significant, given the nature and extent of groundworks.</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West Project, and an EIA has been completed for the Clonburris SDZ project, with relevant mitigation measures detailed regarding land and soils. No further mitigation measures proposed.</p> <p>Land and Soils – Operation: N/A</p>	<p>Land and Soils – Construction: Negative, slight and short-term.</p> <p>Land and Soils – Operation: Positive, imperceptible and long-term.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Hydrology – Construction: In the event of accidental pollution during the construction phases of these developments, there is potential for cumulative surface water quality impacts.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>Hydrology – Construction: No further mitigation required as part of DART+ South West Project. Mitigation measures are detailed in the EIAR of both projects for avoiding, preventing, and reducing any significant adverse impacts on the surface water environment during the Construction Phases of both projects.</p> <p>Hydrology – Operation: N/A</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: Not significant.</p>
		<p>Hydrogeology – Construction: Where construction stage of both projects occurs within the same timeframe the potential exists for cumulative effects on the groundwater environment, and upon the same receiving groundwater bodies/aquifers, e.g. Dublin GWB. These potential cumulative effects are not considered significant, given the nature and extent of proposed works.</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon the hydrogeological environment likely.</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ South West Project, and an EIAR has been completed for the Clonburris SDZ application, with relevant mitigation measures detailed re groundwater protection. No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: N/A</p>	<p>Hydrogeology – Construction: Neutral, slight and short-term.</p> <p>Hydrogeology – Operation: Neutral, imperceptible and long-term.</p>
		<p>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.</p>	<p>Air Quality – Construction: Dust mitigation measures proposed in the Air Quality Chapter of the DART+ South West Project’s EIAR and outlined in the CEMP will be</p>	<p>Air Quality – Construction: Short-term and not significant effects.</p> <p>Air Quality – Operation: None</p>

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		<p>Air Quality – Operation: No significant cumulative effects are likely to occur to air quality from the operation of these developments.</p>	<p>implemented to mitigate potential cumulative dust impacts. Air Quality – Operation: No mitigation required.</p>	
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and waste generation. Climate – Operation: It is likely that the provision of public transport proposed by DART+ South 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.</p>	<p>Climate – Construction & Operation: No mitigation required at construction or operation phase.</p>	<p>Climate – Construction: Slight adverse and short-term effects. Climate – Operation: None</p>
		<p>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.</p>	<p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p>	<p>Noise and Vibration – Construction: Negative, slight to moderate, short-term Noise and Vibration – Operation: Not significant</p>

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			<p>Noise and Vibration – Operation: No mitigation required.</p>	
		<p>Landscape and Visual – Construction: If the construction phases of both DART + South West and this project occurs simultaneously, adverse cumulative effects are predicted to arise. The Clonburris Improvements will extend parallel and south of DART + South West from the R120 eastwards to Ninth Lock Road. It is in this particular area that cumulative effects are predicted. Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual - Operation Cumulative effects are expected to be very limited and not significant.</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Landscape and Visual – Operation: N/A</p>	<p>Landscape and Visual – Construction: Due to the short term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Very limited and not significant</p>
		<p>Material Assets: Utilities, resources and waste resources – Construction: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments. Should the construction phases overlap, there is potential for cumulative effects on the need for off-site capacity for recovery, recycling, treatment and disposal of waste. The</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation measures set out in the Utilities and Resource & Waste Management Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: Not significant</p> <p>Material Assets: Utilities, resources and waste resources – Operation: Not significant</p>

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		<p>projects are likely to generate a similar waste profile such as soil and stones. This has potential for cumulative effects associated with off-site treatment of waste, requirements for treatment capacity of C&D waste generated during construction timeframe.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: No significant cumulative effects are likely to occur to utilities and waste management from the operation of these developments.</p>		
		<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: There are no recorded archaeological sites that will be impacted by the projects, the archaeological potential in this area common to both projects are deemed to be low. The cumulative archaeological effects are negligible.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: There will be no cumulative archaeological effects during the operational stages of the proposed developments.</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: No mitigation or monitoring required.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: No mitigation or monitoring required.</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: N/A</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: N/A</p>
<p>Applicant Name: Greenseed Limited</p>	<p>The proposed development involves a 10-year permission for 7no. predominantly residential blocks (Blocks A to</p>	<p>Traffic & Transport – Construction: Should the construction phases of these developments overlap or occur sequentially, there is potential for</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p>

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<p>Local Authority: Dublin City</p> <p>Planning Application Reference: ABP-312290-21</p> <p>EIA Portal Id: 2021278</p> <p>Location: Site at Park West Avenue and Park West Road, Park West, Dublin 12</p> <p>Planning Status: Permission granted with conditions</p>	<p>G) accommodating a total of 750no. apartments. The apartment unit mix comprises 321no. (43%) 1 bed units, 384no. (51%) 2 bed units and 45no. (6%) 3 bed units. Resident services and amenities are also proposed to serve the future residents and total 487sq.m gross floor area within Blocks B and D.</p> <p>Non-residential uses will comprise 1no. retail unit of 156sq.m within Block A and a creche of 410sq.m, community space of 48sq.m and café/ bar of 91sq.m all within Block G. 13,460sq.m (14%) of public open space is provided and comprises a linear park orientated west to east and functioning as a link to the established residential areas to the west of Park West Avenue and a public plaza/ square including Multi-Use Games Area (MUGA) located centrally within the site.</p> <p>Communal open spaces totalling 6,175sq.m are provided at podium level within each of the proposed Blocks A to F, a roof garden within Block G and include passive open spaces</p>	<p>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.</p> <p>Traffic and Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Park West & Cherry Orchard station improving the connection and accessibility of this development to public transport services.</p> <p>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.</p> <p>Population – Operation Phase: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Park West & Cherry Orchard station improving the connection and accessibility of</p>	<p>the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p> <p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West's EIAR's Population and Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation or monitoring required.</p>	<p>Traffic and Transport – Operation: Positive, significant, and long-term effects.</p> <p>Population – Construction: Negative, slight and short-term.</p> <p>Population – Operation: Positive, significant, and long-term.</p>

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	<p>that are visually and functionally accessible to the future residents of the development.</p>	<p>this development to public transport services having a positive cumulative effect during operation.</p> <p>Land and Soils – Construction: There is an approx. 420 m shared boundary between the DART+ South West Project and Strategic Housing Development (SHD) at Park West, adjacent to the west of Park West and Cherry Orchard Station. Where construction stage of both projects occurs within the same timeframe potential exists for cumulative effects on the land and soil environment. The potential for significant cumulative effects with the Park West SHD project are not considered significant, given the nature and extent of groundworks.</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p> <p>Hydrology – Construction: The construction works for both projects, DART+ South West and the Park West SHD, will be carried out in the vicinity of and within the drainage catchment of the River Camac. Should the construction stages overlap and/ or develop concurrently, there is potential for cumulative effects in the event of accidental</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West, and an EIAR has been completed for the Park West SHD project, with relevant mitigation measures detailed re land and soils. No further mitigation measures proposed.</p> <p>Land and Soils – Operation: No mitigation or monitoring required.</p> <p>Hydrology – Construction: Mitigation measures are detailed in the Construction Environmental Management Plan (CEMP) of the respective EIARs of both projects for avoiding, preventing, and reducing any significant adverse impacts on the surface water environment during the</p>	<p>Land and Soils – Construction: Negative, slight and short-term.</p> <p>Land and Soils – Operation: Positive, imperceptible and long-term.</p> <p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None.</p>



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		<p>pollution during the construction phases of these developments. Mitigation and monitoring measures proposed as part of the DART+ South 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.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>Construction Phases of both projects. No further mitigation required as part of DART+ South West Project.</p> <p>Hydrology – Operation: No further mitigation required as part of DART+ South West Project. Mitigation measures proposed in the Water (Hydrology) Chapters of the respective EIARs and FRAs of both projects will reduce the potential impacts to surface water quality and the likelihood of flooding occurring. Both projects will implement SuDS drainage design developed accordance with the CIRIA SuDS Manual (CIRIA 2015).</p>	
		<p>Hydrogeology – Construction: Where construction stage of both projects occurs within the same timeframe the potential exists for cumulative effects on the groundwater environment, and upon the same receiving aquifers/groundwater bodies, e.g. the locally important bedrock aquifer. Dewatering for basement excavations is proposed as part of the Park West SHD project. The potential cumulative effects are not</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ South West, and an EIAR has been completed for the Parkwest SHD project, with relevant mitigation measures detailed re groundwater protection. No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: No mitigation or monitoring required.</p>	<p>Hydrogeology – Construction: neutral, slight and short-term.</p> <p>Hydrogeology – Operation: neutral, imperceptible and long-term.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>considered significant, given the nature and extent of proposed works.</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon the hydrogeological environment likely.</p>		
		<p>Air Quality – Construction: Construction works in the Park West area have the potential for cumulative adverse impact from construction dust with the proposed development. This impact may be an increased level of exposure for receptors within the study areas of both projects if constructed simultaneously and/or an elongation of potential adverse impacts if constructed in sequence.</p> <p>Air Quality – Operation: Potential for cumulative positive impact if residents from the development utilise the DART+ project for transport thereby reducing the reliance on private cars.</p>	<p>Air Quality – Construction: Mitigation has been assigned to both projects.</p> <p>Air Quality – Operation: Mitigation has been assigned to both projects.</p>	<p>Air Quality – Construction: Impacts will be overall short-term negative and not significant.</p> <p>Air Quality – Operation: Positive and long-term</p>
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and transport. Cumulatively this impact is slight adverse.</p>	<p>Climate – Construction: No mitigation or monitoring required.</p> <p>Climate – Operation: No mitigation or monitoring required.</p>	<p>Climate – Construction: Cumulative generation of greenhouse gases will be overall short-term negative and not significant.</p>

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		<p>Climate – Operation: Increased rail and road traffic will result in a net increase in direct transport related greenhouse gas emissions. Indirectly, the proposed DART+ Programme may mitigate road traffic emissions if residents make a meaningful modal shift to rail transport as opposed to private cars.</p>		<p>Climate – Operation: Cumulative impacts will be potentially positive or negative depending on the scale of modal shift to rail travel.</p>
		<p>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.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.</p>	<p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p> <p>Noise and Vibration – Operation: No mitigation required.</p>	<p>Noise and Vibration – Construction: Negative, slight to moderate, short-term</p> <p>Noise and Vibration – Operation: None</p>
		<p>Landscape and Visual – Construction: If the construction phases of both DART + South West and this project occurs simultaneously, adverse cumulative effects are predicted to arise. The Park West Avenue and Park West Road SHD will be located adjacent</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p>	<p>Landscape and Visual – Construction: Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>and south of DART + South West within a wider built up industrialised area. It is in this particular area that cumulative effects are predicted. Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Cumulative effects are expected to arise however these are expected to be not significant.</p> <p>Material Assets: Utilities, resources and waste resources – Construction: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments. Should the construction phases overlap, there is potential for cumulative effects on the need for off-site capacity for recovery, recycling, treatment and disposal of waste. The projects are likely to generate a similar waste profile such as soil and stones. This has potential for cumulative effects associated with off-site treatment of waste, requirements for treatment capacity of C&D waste generated during construction timeframe.</p> <p>Material Assets: Utilities, resources and waste resources –</p>	<p>Landscape and Visual – Operation: No mitigation required.</p> <p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation measures set out in the Utilities and Resource & Waste Management Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: None</p> <p>Material Assets: Utilities, resources and waste resources – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Operation: No significant cumulative effects are likely to occur to utilities and waste management from the operation of these developments.</p>		
		<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: The proposed DART+ South West compound and track works in this area will have no impact on any recorded archaeological site. The compound area and Park West Station have previously been topsoil stripped and did not reveal archeologically sites or features. Should any archaeological features be identified in this SHD area it will not result in an additional effect on the archaeological heritage resource when considered alongside the Dart+ South West development.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: There will be no cumulative effects on archaeological heritage during the operational phase of both developments.</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: No mitigation or monitoring required.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: No mitigation or monitoring required.</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: None</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: None</p>
<p>Applicant Name: HPREF HSQ Investments Ltd Local Authority: Dublin City</p>	<p>HPREF HSQ Investments Ltd intends intend to apply to An Bord Pleanála for permission for a strategic housing development at a site at Heuston South Quarter St. John’s Road West</p>	<p>Traffic & 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</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project’s EIAR Traffic and</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects. Traffic and Transport – Operation: Positive,</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
<p>Planning Application Reference: ABP-311591-21 EIA Portal Id: 2021210 Location: Heuston South Quarter St Johns Road West / Military Road Kilmainham Dublin Planning Status: Permission Granted with conditions</p>	<p>(to the north), Military Road (to the east), Royal Hospital Kilmainham (Protected Structure) (to the south and west), Kilmainham, Dublin 8. The proposed development will consist of a residential development of 399 no. 'Build To Rent' residential units and all ancillary and associated uses, development and works, and a retail unit of 120 sq m, on a site of 1.08 ha.</p>	<p>on the road network. This could potentially have a negative cumulative effect on traffic and transport due to potential delays.</p> <p>Traffic and Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Heuston Station and planned Heuston Station West improving the connection and accessibility of this development to public transport services.</p>	<p>Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p>	<p>significant, and long-term effects</p>
		<p>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.</p>	<p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West's EIA's Population and Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p>	<p>Population – Construction: Impacts will be negative, slight and short-term.</p>
		<p>Population – Operation: The proposed DART+ South West Project will construct a new train station in the vicinity of this development, improving the connection and accessibility of the development to public transport services, having a</p>	<p>Population – Operation: N/A</p>	<p>Population – Operation: Impacts will be positive, significant, and long-term.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>positive cumulative effect on communities during operation.</p>		
		<p>Land and Soils – Construction: Adjacent project development boundaries. The proposed Heuston South Quarter residential development lies adjacent to the southern DART+ South West boundary at Heuston Station/Chapelizod Bypass. Where construction stage of both projects occurs within the same timeframe potential exists for cumulative effects (e.g. due to excavations and groundworks) on the land and soil environment. These potential cumulative effects are not considered significant, given the nature and extent of the proposed residential development (excavation for foundations/basement construction for apartments/retail units).</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West, and an EIAR has been completed for the Heuston South Quarter project, with relevant mitigation measures detailed re land and soils (e.g. material re-use within the site footprint). No further mitigation measures proposed.</p> <p>Land and Soils – Operation: No mitigation or monitoring required.</p>	<p>Land and Soils – Construction: Negative, slight and short-term.</p> <p>Land and Soils – Operation: Positive, imperceptible and long-term.</p>
		<p>Hydrology – Construction: The construction works for both projects, DART+ South West and the Heuston South Quarter SHD, will be carried</p>	<p>Hydrology – Construction: Mitigation measures are detailed in the respective Construction Environmental</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>out in the vicinity of and within the drainage catchment of the River Camac.</p> <p>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+ South 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.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>Management Plan (CEMP) of both projects for avoiding, preventing, and reducing any significant adverse impacts on the surface water environment during the Construction Phases of both projects. No further mitigation required as part of DART+ South West Project.</p> <p>Hydrology – Operation: No further mitigation required as part of DART+ South West Project. Mitigation measures proposed in the Engineering Reports and FRAs of both projects will reduce the potential impacts to surface water quality and the likelihood of flooding occurring. Both projects will implement SuDS drainage design developed accordance with the CIRIA SuDS Manual (CIRIA 2015).</p>	<p>Hydrology – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Hydrogeology – Construction: Where construction stage of both projects occurs within the same timeframe the potential exists for cumulative effects on the groundwater environment, and upon the same receiving aquifers/groundwater bodies. The proposed residential development is contained within an existing perimeter secant piled wall extending to boulder clay, hence unlikely for shallow groundwater migration off-site.</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon groundwater environment likely.</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ South West, and an EIAR has been completed for the Heuston South Quarter project, with relevant mitigation measures detailed re groundwater protection (e.g. any dewatering/discharges to groundwater in accordance with local authority licencing). No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: No mitigation or monitoring required.</p>	<p>Hydrogeology – Construction: Neutral, slight and short-term.</p> <p>Hydrogeology – Operation: Neutral, imperceptible and long-term.</p>
		<p>Air Quality – Construction: Construction works in the area around Heuston Station have the potential for cumulative adverse impact from construction dust with the proposed development. This impact may be an increased level of exposure for receptors within the study areas of both projects if constructed simultaneously and/or an elongation of potential adverse impacts if constructed in sequence.</p>	<p>Air Quality – Construction: Mitigation has been assigned to both projects. Dust mitigation measures proposed in the Air Quality Chapter of the DART+ South West Project’s EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts.</p> <p>Air Quality – Operation: No mitigation required.</p>	<p>Air Quality – Construction: Short-term negative and not significant</p> <p>Air Quality – Operation: Positive and long-term</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Air Quality – Operation: Potential for cumulative positive impact if residents from the development utilise the DART+ project for transport thereby reducing the reliance on private cars.</p>		
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and transport. Cumulatively this impact is slight adverse.</p> <p>Climate – Operation: Increased rail and road traffic will result in a net increase in direct transport related greenhouse gas emissions. Indirectly, the proposed DART+ Programme may mitigate road traffic emissions if residents make a meaningful modal shift to rail transport as opposed to private cars.</p>	<p>Climate – Construction: No mitigation or monitoring required.</p> <p>Climate – Operation: No mitigation or monitoring required.</p>	<p>Climate – Construction: Cumulative generation of greenhouse gases will be overall short-term and not significant.</p> <p>Climate – Operation: Cumulative impacts will be potentially positive or negative depending on the scale of modal shift to rail travel.</p>
		<p>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.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration</p>	<p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the DART+ South West Project's EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative</p>	<p>Noise and Vibration – Construction: Negative, slight to moderate, short-term</p> <p>Noise and Vibration – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>from the operation of these developments.</p>	<p>negative noise and vibration effects. Noise and Vibration – Operation: No mitigation required.</p>	
		<p>Landscape and Visual – Construction: If the construction phases of both DART + South West and this project occurs simultaneously, adverse cumulative effects are predicted to arise. The Heuston South Quarter, St John's Road West / Military Road SHD will be located adjacent and immediately east of the Royal Hospital Kilmainham and further east of DART + South West. Cumulative effects would arise in the vicinity of Heuston Yard and surrounding area including the Royal Hospital Kilmainham. Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Cumulative effects are expected to arise as a result of the DART + South West in particular the new Heuston West Station and the electrification together with the proposed tall residential buildings in Heuston South Quarter however these are expected to be not significant.</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project's EIAR and the CEMP will be implemented.</p> <p>Landscape and Visual – Operation: No mitigation required</p>	<p>Landscape and Visual – Construction: Short term negative and not significant.</p> <p>Landscape and Visual – Operation: None</p>



Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Material Assets: Utilities, resources and waste resources – Construction: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments. Should the construction phases overlap, there is potential for cumulative effects on the need for off-site capacity for recovery, recycling, treatment and disposal of waste. The projects are likely to generate a similar waste profile such as soil and stones. This has potential for cumulative effects associated with off-site treatment of waste, requirements for treatment capacity of C&D waste generated during construction timeframe.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: No significant cumulative effects are likely to occur to utilities and waste management from the operation of these developments.</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation measures set out in the Utilities and Resource & Waste Management Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>	<p>Material Assets – Construction: None</p> <p>Material Assets – Operation: None</p>
		<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: Both schemes will run through the ZAP for Dublin City (DU020-018). The SHD is within an area of archaeological potential relating to Kilmainham Hospital complex</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: Archaeological monitoring and resolution during the construction stage will address the archaeological heritage</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: None. All sites will be resolved in accordance with legal requirements and in consultation with DHLGH.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>(DU018-020285) which close to the 7th-century ecclesiastical site of 'Cill Maigneann' (DU018-020283-) and a pit burial (DU018-112).</p> <p>During the construction phases, they have the potential to reveal previously unknown but truncated archaeological sites or features, including burials.</p> <p>Given the distance between the sites, and the subsurface nature of any potential archaeology that might be revealed. Should archaeological features be identified on both projects, the resulting cumulative effect will not create an overall larger, more significant effect on archaeological environment. There may be a positive benefit of a gradual build-up of knowledge of Kilmainham.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: There will be no cumulative effects during the operational phase of the development.</p>	<p>cumulative effects on archaeological heritage.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: No mitigation or monitoring required.</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: None. All sites will be resolved in accordance with legal requirements and in consultation with DHLGH.</p>
<p>Applicant Name: Ruirside Developments Limited Local Authority: Dublin City</p>	<p>Permission for Strategic Housing Development at this site (c. 0.82 hectares), comprising mixed use residential and commercial redevelopment (c. 43,353 sqm GFA), of a brownfield site, accommodated in 6 no. blocks, ranging in</p>	<p>Traffic & 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</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic and Transport – Operation: Positive,</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
<p>Planning Application Reference: ABP-306569 EIA Portal Id: 2020014 Location: 42A Parkgate Street, Dublin 8 Planning Status: Permission Granted with conditions</p>	<p>heights from 8-29 storeys. Comprises 481 no. residential units with 3698 sqm commercial office space, 214 sqm retail and 444 sqm café/restaurant space are proposed.</p>	<p>cumulative effect on traffic and transport due to potential delays.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Heuston station and planned Heuston Station West improving the connection and accessibility of this development to public transport services.</p>	<p>on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p>	<p>significant, and long-term effects</p>
		<p>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.</p> <p>Population – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Heuston station and planned Heuston Station West improving the connection and accessibility of this development to public transport services having a</p>	<p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West’s EIA’s Population and Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: N/A</p>	<p>Population – Construction: Impacts will be negative, slight and short-term</p> <p>Population – Operation: Impacts will be positive, significant, and long-term</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>positive cumulative effect during operation.</p>		
		<p>Land and Soils – Construction: The proposed 42A Parkgate Street residential development lies on the north bank of the River Liffey, directly north of Heuston Station. Where construction stage of both projects occurs within the same timeframe potential exists for cumulative effects (e.g. due to excavation of soft soils) on the land and soil environment. These potential cumulative effects are not considered significant, given the nature and extent of the proposed residential development (sub-grade works within proposed site boundary only, separated from DART+ South West project boundary by river).</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West, and an EIAR has been completed for the 42A Parkgate Street project, with relevant mitigation measures detailed re land and soils (e.g. removal of identified contaminated soils). No further mitigation measures proposed.</p> <p>Land and Soils – Operation: No mitigation or monitoring required.</p>	<p>Land and Soils – Construction: Negative, slight and short-term.</p> <p>Land and Soils – Operation: Positive, slight and long-term.</p>
		<p>Hydrology – Construction: The construction works for both projects, DART+ South West and the Parkgate Street SHD, will be carried out in the vicinity of and within the drainage catchment of the River Liffey. Should the construction stages overlap and/ or develop concurrently,</p>	<p>Hydrology – Construction: Mitigation measures are detailed in the Construction Environmental Management Plan (CEMP) of the respective EIARs of both projects for avoiding, preventing, and reducing any significant adverse</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>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+ South 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.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>impacts on the surface water environment during the Construction Phases of both projects. No further mitigation required as part of Dart+ South West Project.</p> <p>Hydrology – Operation: No further mitigation required as part of DART+ South West Project. Mitigation measures proposed in the Water (Hydrology) Chapters of the respective EIARs and FRAs of both projects will reduce the potential impacts to surface water quality and the likelihood of flooding occurring. Both projects will implement SuDS drainage design developed accordance with the CIRIA SuDS Manual (CIRIA 2015).</p>	
		<p>Hydrogeology – Construction: Where construction stages occur within the same timeframe the potential exists for cumulative effects on the groundwater environment (locally important bedrock aquifer). The proposed residential development is adjacent to the River Liffey and hence groundwater impacts have potential to migrate to surface waters at this location.</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ SW, and an EIAR has been completed for the 42A Parkgate Street project, with relevant mitigation measures detailed re groundwater protection (e.g. bunded fuel storage). No further mitigation measures proposed.</p>	<p>Hydrogeology – Construction: Neutral, slight and short-term.</p> <p>Hydrogeology – Operation: Positive, slight and long-term.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Hydrogeology – Operation: No significant operational phase cumulative effects upon groundwater environment likely.</p>	<p>Hydrogeology – Operation: No mitigation or monitoring required.</p>	
		<p>Air Quality – Construction: To be completed Construction works in the area around Heuston Station have the potential for cumulative adverse impact from construction dust with the proposed development. This impact may be an increased level of exposure for receptors within the study areas of both projects if constructed simultaneously and/or an elongation of potential adverse impacts if constructed in sequence.</p> <p>Air Quality – Operation: Potential for cumulative positive impact if residents from the development utilise the DART+ project for transport thereby reducing the reliance on private cars.</p>	<p>Air Quality – Construction: Mitigation has been assigned to both projects.</p> <p>Air Quality – Operation: Mitigation has been assigned to both projects.</p>	<p>Air Quality – Construction: Impacts will be overall short-term negative and not significant.</p> <p>Air Quality – Operation: Impacts will be positive and long-term.</p>
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and transport. Cumulatively this impact is slight adverse.</p>	<p>Climate – Construction: No mitigation or monitoring required.</p> <p>Climate – Operation: No mitigation or monitoring required.</p>	<p>Climate – Construction: Cumulative generation of greenhouse gases will be overall short-term and not significant.</p> <p>Climate – Operation: Cumulative impacts will be potentially positive or</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Climate – Operation: Increased rail and road traffic will result in a net increase in direct transport related greenhouse gas emissions. Indirectly, the proposed DART+ Programme may mitigate road traffic emissions if residents make a meaningful modal shift to rail transport as opposed to private cars.</p>		<p>negative depending on the scale of modal shift to rail travel.</p>
		<p>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.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.</p>	<p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p> <p>Noise and Vibration – Operation: No mitigation required.</p>	<p>Noise and Vibration – Construction: Negative, slight to moderate, short-term</p> <p>Noise and Vibration – Operation: None</p>
		<p>Landscape and Visual – Construction:</p> <p>If the construction phases of both DART + South West and this project occurs simultaneously, adverse cumulative effects are predicted to arise. The effects would arise in the vicinity of Heuston West primarily.</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p>	<p>Landscape and Visual – Construction: Short term negative and not significant.</p> <p>Landscape and Visual – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Cumulative effects are expected to arise as a result of the DART + South West in particular the new Heuston West Station and the electrification together with the proposed residential buildings at 42 Parkgate Street, which, due to the height will have a visual influence over the Heuston and River Liffey Area. The cumulative effects are expected to be not significant.</p> <p>Material Assets: Utilities, resources and waste resources – Construction: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments. Should the construction phases overlap, there is potential for cumulative effects on the need for off-site capacity for recovery, recycling, treatment and disposal of waste. The projects are likely to generate a similar waste profile such as soil and stones. This has potential for cumulative effects associated with off-site treatment of waste, requirements for treatment capacity of C&D waste</p>	<p>Landscape and Visual – Operation: N/A</p> <p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation measures set out in the Utilities and Resource & Waste Management Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: None</p> <p>Material Assets: Utilities, resources and waste resources – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>generated during construction timeframe.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: No significant cumulative effects are likely to occur to utilities and waste management from the operation of these developments.</p>		
<p>Applicant Name: Ruirside Developments Limited</p> <p>Local Authority: Dublin City</p> <p>Planning Application Reference: ABP-310567-21</p> <p>EIA Portal Id: 2021123</p> <p>Location: 42A Parkgate Street, Dublin 8, D08 E3FY</p> <p>Planning Status: Permission Granted with conditions</p>	<p>The proposed development would comprise of 198 no. Build to Rent (BTR) apartments, residents amenity spaces and facilities, café/restaurant, replacement office use and ancillary accommodations, with 198no. 'Build To Rent' residential apartments (73no. studios, 97no. 1-bed, 27no. 2-bed & 1no. 3-bed) from 1st to 27th floors inclusive, including 53no. units with 'winter garden' balconies on the building's eastern elevation.</p> <p>Also included is New telecommunications infrastructure at roof level of consented Block B1, including: 4no. 300mm microwave link dishes mounted on 2no. 2m high steel poles fixed to the consented lift shaft overrun, housed within GRP radio friendly shrouds, to mitigate</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Heuston station and planned Heuston Station West improving the connection and accessibility of this development to public transport services.</p> <p>Population – Construction: Should the construction phase of these developments overlap, there is potential for impacts on journey characteristics and amenity as a</p>	<p>Traffic & Transport Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p> <p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West's EIAR's Population and the</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic and Transport – Operation: Positive, significant, and long-term effects.</p> <p>Population – Construction: Impacts will be negative, slight and short-term</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	<p>potential for interference with existing telecommunication channels. The overall site (c.0.82 ha) is principally bounded by Parkgate Street to the north, the River Liffey to the south, an existing electricity substation and the junction of Sean Heuston Bridge and Parkgate Street to the east, existing Parkgate Place office and residential development to the west. The application site includes areas of public footpath and roadway on Parkgate Street and a small, landscaped area at the junction of Sean Heuston Bridge and Parkgate Street. There are Protected Structures on site</p>	<p>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.</p> <p>Population – Operation: The proposed DART+ South West Project will construct a new train station in the vicinity of this development, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect on communities during operation.</p> <p>Land and Soils – Construction: The proposed 42A Parkgate Street residential development lies on the north bank of the River Liffey, directly north of Heuston Station. Where construction stage of both projects occurs within the same timeframe potential exists for cumulative effects (e.g. due to excavation of soft soils) on the land and soil environment. These potential cumulative effects are not considered significant, given the nature and extent of the proposed residential development (sub-grade works within proposed site boundary only, separated from DART+ South West project boundary by river).</p>	<p>Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation or monitoring required.</p> <p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West, and an EIAR has been completed for the 42A Parkgate Street project, with relevant mitigation measures detailed re land and soils (e.g. removal of identified contaminated soils). No further mitigation measures proposed.</p> <p>Land and Soils – Operation: No mitigation or monitoring required.</p>	<p>Population – Operation: Impacts will be positive, significant, and long-term</p> <p>Land and Soils – Construction: negative, slight and short-term.</p> <p>Land and Soils – Operation: positive, slight and long-term.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p> <p>Hydrology – Construction: The construction works for both projects, DART+ South West and the Parkgate Street SHD 2, will be carried out in the vicinity of and within the drainage catchment of 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+ South 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.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>Hydrology – Construction: Mitigation measures are detailed in the Construction Environmental Management Plan (CEMP) of the respective EIARs of both projects for avoiding, preventing, and reducing any significant adverse impacts on the surface water environment during the Construction Phases of both projects. No further mitigation required as part of DART+ South West Project.</p> <p>Hydrology – Operation: No further mitigation required as part of DART+ South West Project. Mitigation measures proposed in the Water (Hydrology) Chapters of the respective EIARs and FRAs of both projects will reduce the potential impacts to surface water quality and the likelihood of flooding occurring. Both projects will implement SuDS drainage design developed accordance with the CIRIA SuDS Manual (CIRIA 2015).</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Hydrogeology – Construction: Where construction stages occur within the same timeframe the potential exists for cumulative effects on the groundwater environment (locally important bedrock aquifer). The proposed residential development is adjacent to the River Liffey and hence groundwater impacts have potential to migrate to surface waters at this location.</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon groundwater environment likely.</p> <p>Air Quality – Construction: Construction works in the area around Heuston Station have the potential for cumulative adverse impact from construction dust with the proposed development. This impact may be an increased level of exposure for receptors within the study areas of both projects if constructed simultaneously and/or an elongation of potential adverse impacts if constructed in sequence.</p> <p>Air Quality – Operation: Potential for cumulative positive impact if residents from the development utilise the DART+ project for</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ South West, and an EIAR has been completed for the 42A Parkgate Street project, with relevant mitigation measures detailed re groundwater protection (e.g. bunded fuel storage). No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: No mitigation or monitoring required.</p> <p>Air Quality – Construction: Mitigation has been assigned to both projects.</p> <p>Air Quality – Operation: Mitigation has been assigned to both projects.</p>	<p>Hydrogeology – Construction: neutral, slight and short-term.</p> <p>Hydrogeology – Operation: positive, slight and long-term.</p> <p>Air Quality – Construction: Short-term negative and not significant.</p> <p>Air Quality – Operation: Impacts positive and long-term over the proposed development.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>transport thereby reducing the reliance on private cars.</p> <p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and transport. Cumulatively this impact is slight adverse.</p> <p>Climate – Operation: Increased rail and road traffic will result in a net increase in direct transport related greenhouse gas emissions. Indirectly, the proposed DART+ Programme may mitigate road traffic emissions if residents make a meaningful modal shift to rail transport as opposed to private cars.</p> <p>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.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.</p>	<p>Climate – Construction: No mitigation or monitoring required.</p> <p>Climate – Operation: No mitigation or monitoring required.</p> <p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p>	<p>Climate – Construction: Cumulative generation of greenhouse gases will be overall short-term and not significant.</p> <p>Climate – Operation: Cumulative impacts will be potentially positive or negative depending on the scale of modal shift to rail travel.</p> <p>Noise and Vibration – Construction: Negative, slight to moderate, short-term</p> <p>Noise and Vibration – Operation: None.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Assessment of Cumulative Effect with proposed DART+ South West Project</p> <p>Landscape and Visual – Construction: If the construction phases of both DART + South West and this project occurs simultaneously, adverse cumulative effects are predicted to arise. The effects would arise in the vicinity of Heuston West primarily. Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Cumulative effects are expected to arise as a result of the DART + South West in particular the new Heuston West Station and the electrification together with the proposed residential buildings at 42 Parkgate Street, which, due to the height will have a visual influence over the Heuston and River Liffey Area. The cumulative effects are expected to be not significant.</p> <p>Material Assets: Utilities, resources and waste resources – Construction: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these</p>	<p>Noise and Vibration – Operation: No mitigation required.</p> <p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Landscape and Visual – Operation: N/A</p> <p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation measures set out in the Utilities and Resource & Waste Management Chapter of</p>	<p>Residual Cumulative Effect</p> <p>Noise and Vibration – Operation: No mitigation required.</p> <p>Landscape and Visual – Construction: Short term negative and not significant.</p> <p>Landscape and Visual – Operation: None</p> <p>Material Assets: Utilities, resources and waste resources – Construction: None</p> <p>Material Assets: Utilities, resources and waste resources – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>two developments. Should the construction phases overlap, there is potential for cumulative effects on the need for off-site capacity for recovery, recycling, treatment and disposal of waste. The projects are likely to generate a similar waste profile such as soil and stones. This has potential for cumulative effects associated with off-site treatment of waste, requirements for treatment capacity of C&D waste generated during construction timeframe.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: No significant cumulative effects are likely to occur to utilities and waste management from the operation of these developments.</p>	<p>the DART+ South West Project's EIAR and the CEMP will be implemented.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>	<p>resources – Operation: None</p>
<p>Applicant Name: National Transport Authority Competent Authority: An Bord Pleanála Planning Application Reference: ABP-313892-22 EIA Portal Id: 2022112</p>	<p>The Proposed Core Bus Corridor has an overall length of approximately 10.9km and will commence at Junction 3 (Blanchardstown / Mulhuddart) southbound off-slip from the N3. The Proposed Scheme proceeds along the R121 Blanchardstown Road South into the Blanchardstown Shopping Centre. From a new terminus to the northwest of Blanchardstown Shopping</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: Likely long-term positive effects associated with the development of</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic and Transport – Operation: Positive, significant, and long-term effects.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
<p>Location: N3 Jn 3 southbound off-slip, R121 Blanchardstown Rd S, into Blanchardstown Shopping Centre, N3 from Jn 2, R147, Old Cabra Rd, Prussia St, Manor St, Stoneybatter, Blackhall Pl, Brunswick St N, George's Ln, Queen St, Blackhall St & King St N.</p> <p>Planning Status: Case is due to be decided by 11/01/2023⁴</p>	<p>Centre the Proposed Scheme is routed onto the N3 Navan Road via the Snugborough Road junction and will follow the N3 and Navan Road as far as the junction with the Old Cabra Road. From here, the Proposed Scheme will be routed along Old Cabra Road, Prussia Street, Manor Street and Stoneybatter to the junction with King Street North. The Proposed Scheme will proceed via Blackhall Place as far as the junction with Ellis Quay, where it will join the prevailing traffic management regime on the North Quays. At the Stoneybatter / Brunswick Street North junction, cyclists proceed along Brunswick Street North, George's Lane and Queen Street as far as Ellis Quay/Arran Quay.</p>	<p>sustainable transport modes associated with both projects.</p>	<p>Traffic and Transport – Operation: No mitigation required.</p>	
		<p>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.</p> <p>Population – Operation: Not Significant.</p>	<p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West's EIAR's Population and Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation or monitoring required.</p>	<p>Population – Construction: Impacts will be negative, slight and short-term</p> <p>Population – Operation: Impacts will be positive, significant, and long-term.</p>
		<p>Biodiversity – Construction: There is potential for cumulative impacts on the biodiversity resource across the extents of the DART+ South West Project, along with other projects. Both developments will result in loss of habitats at a local level. The construction of the proposed core bus corridor will result in permanent habitat loss of 45.22ha, which largely includes BL1 habitat (34.6ha). Other habitats lost relevance to the DART+ South West Project include: WL1 (1.45ha), WL2 (0.53ha), GS1 (0.08ha) and GS2 (2.36ha).</p>	<p>Biodiversity – Construction: Mitigation and monitoring measures proposed as part of the respective EIAR's will be implemented to address all likely significant impacts.</p>	<p>Biodiversity – Construction: Significant negative at a local scale.</p> <p>Biodiversity –Operation: As new habitats, landscape planting and other mitigations take effect the loss of habitat will be addressed to some extent reducing the significance of the loss at local level.</p>

⁴ At the time of going to print this case was not decided.

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>There will be a particular loss of trees and linear features and the permanent loss of habitat associated with this project is considered to have a significant negative effect.</p>		
		<p>Land and Soils – Construction: The proposed Bus Connects scheme upgrade works have crossover with the DART+ South West Project in Cabra (e.g. Old Cabra Road). Where the construction stage of both projects occurs within the same timeframe the potential exists for cumulative effects (e.g. due to retaining wall works) on the land and soil environment. These potential cumulative effects are not considered significant, given the nature and extent of the proposed infrastructure development (primarily road surface/street level works with limited excavations for retaining walls and utility trenches).</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West, and an EIAR has been completed for the Bus Connects scheme, with relevant mitigation measures detailed re land and soils (e.g. reuse of suitable topsoil within project). No further mitigation measures proposed.</p> <p>Land and Soils – Operation: No mitigation or monitoring required.</p>	<p>Land and Soils – Construction: Negative, slight and short-term</p> <p>Land and Soils – Operation: Positive, slight and long-term.</p>
		<p>Hydrology – Construction: The construction works for both projects, DART+ South West and the Blanchardstown to City Centre Core Bus Corridor Scheme, will be carried</p>	<p>Hydrology – Construction: No further mitigation required as part of DART+ South West Project. Mitigation measures are detailed in the Construction</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>out within the drainage catchment of the River Liffey.</p> <p>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+ South 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.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>Environmental Management Plan (CEMP) of the respective EIARs of both projects for avoiding, preventing, and reducing any significant adverse impacts on the surface water environment during the Construction Phases of both projects.</p> <p>Hydrology – Operation: No further mitigation required as part of DART+ South West Project. Mitigation measures proposed in the Water (Hydrology) Chapters of the respective EIARs and FRAs of both projects will reduce the potential impacts to surface water quality and the likelihood of flooding occurring. Both projects will implement SuDS drainage design developed accordance with the CIRIA SuDS Manual (CIRIA 2015).</p>	<p>Hydrology – Operation: None</p>
		<p>Hydrogeology – Construction: Where construction stages occur within the same timeframe the potential exists for cumulative effects on the groundwater environment (surficial sand and gravel aquifers). The proposed bus corridor upgrade works are in close proximity to the</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ South West, and an EIAR has been completed for the Bus Connects scheme, including relevant mitigation measures (e.g. appropriate</p>	<p>Hydrogeology – Construction: Neutral, slight and short-term.</p> <p>Hydrogeology – Operation: Positive, slight and long-term.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>River Liffey and Royal Canal at points along its route, hence groundwater impacts have significant potential to migrate to surface waters.</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon groundwater environment likely.</p>	<p>design and siting of project compounds/materials storage areas). No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: No mitigation or monitoring required.</p>	
		<p>Air Quality – Construction: Construction works in Old Cabra Road area have the potential for cumulative adverse impact from construction dust with the proposed development. This impact may be an increased level of exposure for receptors within the study areas of both projects if constructed simultaneously and/or an elongation of potential adverse impacts if constructed in sequence.</p> <p>Air Quality – Operation: The development has potential for indirect positive cumulative impacts to air quality if the combined schemes result in a meaningful modal shift away from road transport.</p>	<p>Air Quality – Construction: Mitigation has been assigned to both projects.</p> <p>Air Quality – Operation: Mitigation has been assigned to both projects.</p>	<p>Air Quality – Construction: Impacts will be overall short-term negative and not significant.</p> <p>Air Quality – Operation: Impacts will be direct slight adverse and indirect slight positive for air quality in the long term.</p>
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction</p>	<p>Climate – Construction: No mitigation or monitoring required.</p>	<p>Climate – Construction: Cumulative generation of greenhouse gases will be overall short-term and not significant.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>activities and transport. Cumulatively this impact is slight adverse.</p> <p>Climate – Operation: Increased rail and bus traffic will result in a net increase in direct transport related greenhouse gas emissions. Indirectly, increased rail and bus traffic may mitigate road traffic emissions if communities make a meaningful modal shift to trail transport as opposed to private cars.</p> <p>Material Assets: Utilities, resources and waste resources – Construction: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments. Should the construction phases overlap, there is potential for cumulative effects on the need for off-site capacity for recovery, recycling, treatment and disposal of waste. The projects are likely to generate a similar waste profile such as soil and stones. This has potential for cumulative effects associated with off-site treatment of waste, requirements for treatment capacity of C&D waste generated during construction timeframe.</p> <p>Material Assets: Utilities, resources and waste resources –</p>	<p>Climate – Operation: No mitigation or monitoring required.</p> <p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation measures set out in the Utilities and Resource & Waste Management Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>	<p>Climate – Operation: Cumulative impacts will be potentially positive or negative depending on the scale of modal shift to rail and bus travel.</p> <p>Material Assets: Utilities, resources and waste resources – Construction: None</p> <p>Material Assets: Utilities, resources and waste resources – Operation: None</p>

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		<p>Operation: No significant cumulative effects are likely to occur to utilities and waste management from the operation of these developments.</p>		
<p>Applicant Name: Dwyer Nolan Developments Ltd.</p> <p>Local Authority: Dublin City</p> <p>Planning Application Reference: ABP-313320-</p> <p>EIA Portal Id: 2022065</p> <p>Location: Ballyfermot, Dublin 10</p> <p>Planning Status: Case is due to be decided by 02/08/2022</p>	<p>Demolition of: (i) the east and west wings of the former national school (c. 1,250m² & c. 1,244m² respectively); (ii) existing buildings / shelters on site (c. 1,818m²); (iii) the rear return of the Protected Structure (c. 121m²) & 2 no. flanking single storey loggia (c. 100m²); and (iv) the Mount La Salle “Monastery” building (c. 1,700m²). Renovation and change of use of the 2 storey Protected Structure, forming part of proposed Block A, from previous educational use to (a) proposed childcare use on the ground & first floor (c. 1,005m²), with associated outdoor play space to the rear (c. 256m²), and (b) community use (c. 92m²) on the ground floor. The development also seeks permission for the relocation of the principal paired entrance gate piers on Ballyfermot Road inwards (northwards) to the site. Construction of 927 no. apartments & duplex / triplex units comprised of 325 no. one</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Park West & Cherry Orchard and Heuston station improving the connection and accessibility of this development to public transport services.</p> <p>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</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project’s EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p> <p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West’s EIAR’s Population and the Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic and Transport – Operation: Positive, significant, and long-term effects.</p> <p>Population – Construction: Impacts will be negative, slight and short-term</p> <p>Population – Operation: Impacts will be positive, significant, and long-term</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	<p>bed, 538 no. two bed, & 64 no. three bed dwellings, 1 no. commercial unit and 1 no. retail / café unit in 8 no. blocks (Blocks A-H) ranging in height from 2 to 13 storeys.</p>	<p>during construction phase, having a positive impact on the local economy.</p> <p>Population – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Park West & Cherry Orchard and Heuston station improving the connection and accessibility of this development to public transport services having a positive cumulative effect during operation.</p>	<p>Population – Operation: No mitigation or monitoring required.</p>	
		<p>Hydrology – Construction: The construction works for both projects, DART+ South West and the De La Salle SHD will be carried out within the drainage catchment of the River Liffey.</p> <p>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+ South 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</p>	<p>Hydrology – Construction: No further mitigation required as part of DART+ South West Project. Mitigation measures are detailed in the Construction Environmental Management Plan (CEMP) of the respective EIARs of both projects for avoiding, preventing, and reducing any significant adverse impacts on the surface water environment during the Construction Phases of both projects.</p> <p>Hydrology – Operation: No further mitigation required as part of DART+ South West Project. Mitigation measures proposed in the Water</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>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.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>(Hydrology) Chapters of the respective EIARs and FRAs of both projects will reduce the potential impacts to surface water quality and the likelihood of flooding occurring. Both projects will implement SuDS drainage design developed accordance with the CIRIA SuDS Manual (CIRIA 2015)</p>	
<p>Applicant Name: Clonburris Infrastructure Limited</p> <p>Local Authority: South Dublin</p> <p>Planning Application Reference: SDZ21A/0022</p> <p>EIA Portal Id: 2021255</p>	<p>The construction of 569 dwellings, a creche, innovation hub and open space in the Clonburris South West Development Area of the Clonburris SDZ Planning Scheme. 7-year planning permission for development at this site of c. 17 .02 hectares.</p> <p>The application is made in accordance with Clonburris Strategic Development Zone</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project’s EIA Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic & Transport – Operation: Positive, significant, and long-term effects</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
<p>Location: Townlands of Cappagh, Clonburris Little & Kishoge, Co. Dublin</p> <p>Planning Status: Permission Granted</p>	<p>Planning Scheme 2019 and relates to a proposed development within the Clonburris Strategic Development Zone Planning Scheme Area as defined by Statutory Instrument No. 604 of 2015; an Environmental Impact Assessment Report accompanies the application.</p>	<p>Project will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services.</p>	<p>Traffic and Transport – Operation: No mitigation required.</p>	
		<p>Biodiversity – Construction: There is potential for cumulative impacts on the biodiversity resource across the extents of the DART+ South West Project, along with other projects.</p> <p>Both developments will result in loss of habitats at a local level. The proposed Clonburris development will result in a habitat loss. This is considered significant at a local scale within the Clonburris EIAR.</p>	<p>Biodiversity – Construction: Mitigation and monitoring measures proposed as part of the respective EIAR's will be implemented to address all likely significant impacts.</p>	<p>Biodiversity – Construction: Significant negative at a local scale.</p> <p>Biodiversity –Operation: As new habitats, landscape planting and other mitigations take effect the loss of habitat will be addressed to some extent reducing the significance of the loss at local level.</p>
		<p>Land and Soils – Construction: Where construction stage of both projects occurs within the same timeframe potential exists for cumulative effects on the land and soil environment. The potential for significant cumulative effects with the Clonburris SDZ roads and drainage infrastructure works are not considered significant, given the nature and extent of groundworks.</p> <p>Land and Soils – Operation: No significant operational phase</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West Project, and an EIAR has been completed for the Clonburris SDZ project, with relevant mitigation measures detailed regarding land and soils. No further mitigation measures proposed.</p> <p>Land and Soils – Operation: N/A</p>	<p>Land and Soils – Construction: Negative, slight and short-term.</p> <p>Land and Soils – Operation: Positive, imperceptible and long-term.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		cumulative effects upon the land and soil environment likely.		
		<p>Hydrology – Construction: In the event of accidental pollution during the construction phases of these developments, there is potential for cumulative surface water quality impacts.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>Hydrology – Construction: No further mitigation required as part of DART+ South West Project. Mitigation measures are detailed in the EIAR of both projects for avoiding, preventing, and reducing any significant adverse impacts on the surface water environment during the Construction Phases of both projects.</p> <p>Hydrology – Operation: N/A</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: Not significant.</p>
		<p>Hydrogeology – Construction: Where construction stage of both projects occurs within the same timeframe the potential exists for cumulative effects on the groundwater environment, and upon the same receiving groundwater bodies/aquifers, e.g. Dublin GWB. These potential cumulative effects are not considered significant, given the nature and extent of proposed works.</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon the hydrogeological environment likely.</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ South West Project, and an EIAR has been completed for the Clonburriss SDZ project, with relevant mitigation measures detailed re groundwater protection. No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: N/A</p>	<p>Hydrogeology – Construction: Neutral, slight and short-term.</p> <p>Hydrogeology – Operation: Neutral, imperceptible and long-term.</p>
		<p>Air Quality – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential</p>	<p>Air Quality – Construction: Dust mitigation measures proposed in the Air Quality Chapter of the DART+ South</p>	<p>Air Quality – Construction: Short-term and not significant effects.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>for cumulative air quality impacts from construction dust.</p> <p>Air Quality – Operation: No significant cumulative effects are likely to occur to air quality from the operation of these developments.</p>	<p>West Project’s EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts.</p> <p>Air Quality – Operation: No mitigation required.</p>	<p>Air Quality – Operation: None</p>
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and waste generation.</p> <p>Climate – Operation: It is likely that the provision of public transport proposed by DART+ South 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.</p>	<p>Climate – Construction & Operation: No mitigation required at construction or operation phase.</p>	<p>Climate – Construction: Slight adverse and short-term effects.</p> <p>Climate – Operation: None</p>
		<p>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.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration</p>	<p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative</p>	<p>Noise and Vibration – Construction: Negative, slight to moderate, short-term</p> <p>Noise and Vibration – Operation: Not significant</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>from the operation of these developments.</p>	<p>negative noise and vibration effects. Noise and Vibration – Operation: No mitigation required.</p>	
		<p>Landscape and Visual – Construction: If the construction phases of both DART + South West and this project occurs simultaneously, adverse cumulative effects are predicted to arise. The Clonburris Improvements will extend parallel and south of DART + South West from the R120 eastwards to Ninth Lock Road. It is in this particular area that cumulative effects are predicted. Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual - Operation Cumulative effects are expected to be very limited and not significant.</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented. Landscape and Visual – Operation: N/A</p>	<p>Landscape and Visual – Construction: Due to the short term nature of these effects they are not considered to be significant. Landscape and Visual – Operation: Very limited and not significant</p>
		<p>Material Assets: Utilities, resources and waste resources – Construction: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments. Should the construction phases overlap, there is potential for cumulative effects on the need for off-</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation measures set out in the Utilities and Resource & Waste Management Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: Not significant Material Assets: Utilities, resources and waste resources – Operation: Not significant</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>site capacity for recovery, recycling, treatment and disposal of waste. The projects are likely to generate a similar waste profile such as soil and stones. This has potential for cumulative effects associated with off-site treatment of waste, requirements for treatment capacity of C&D waste generated during construction timeframe.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: No significant cumulative effects are likely to occur to utilities and waste management from the operation of these developments.</p>	<p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>	
		<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: There are no recorded archaeological sites that will be impacted by the projects, the archaeological potential in this area common to both projects are deemed to be low. The cumulative archaeological effects are negligible.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: There will be no cumulative archaeological effects during the operational stages of the proposed developments.</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: No mitigation or monitoring required.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: No mitigation or monitoring required.</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: N/A</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: N/A</p>
ABP Projects				

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
<p>Applicant Name: Quintain Developments Ireland Limited</p> <p>Local Authority: South Dublin County Council</p> <p>Planning Application Reference: SDZ20A/0008</p> <p>Location: Gollierstown & Adamstown, Lucan, Co. Dublin</p> <p>Planning Status: Permission Granted</p>	<p>Construction of Phase One of the Adamstown District Centre; mixed use commercial and residential development of c.36,621sq.m (GFA) in total (excluding the multi-storey car park) to be constructed in buildings ranging in height from 4-9 storeys. The non-residential element of the development consists of a total of c.9,653sq.m (net sales floor space), as follows: 16 retail units including 1 supermarket and 2 retail service units; 5 retail/restaurant/café units; projecting signage and awnings on retail and retail/café/restaurant units.</p> <p>The residential element consists of a total of 278 residential units comprising 16 studio units, 66 one-bedroom units, 151 two bedroom units and 45 three bedroom units in a mix of apartments and duplexes; ancillary residents amenity rooms and facilities also provided and all residential units are provided with private open space in the form of balconies or gardens. The development provides a total of c.16,000sq.m of public realm including the creation of a new public square,</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services.</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic and Transport – Operation: Positive, significant, and long-term effects.</p>
		<p>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.</p> <p>Population – Operation: The proposed DART+ South West Project will improve public transport services</p>	<p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West's EIAR's Population and the Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation or monitoring required.</p>	<p>Population – Construction: Impacts will be negative, slight and short-term</p> <p>Population – Operation: Impacts will be positive, significant, and long-term</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	<p>internal streets and landscaping works; alterations to Station Road to include landscaping; reconfiguration of existing on street parking; insertion of raised table at station entrance; taxi set-down spaces and creation of 2 bus bays to the north and south of Station Road; creation of vehicular and pedestrian accesses to the site from Adamstown Avenue, Station Road and Adamstown Park; removal of 2 public/visitor car parking spaces along Adamstown Avenue proximate to Stratton Way to accommodate provision of a bus bay, together with provision of a bus bay on south side of Adamstown Avenue opposite; photovoltaic panels on the roofs of Block B and E; lift overruns and plant at roof levels; 534 car parking spaces to be provided through a mixture of on-street parking; podium parking under Blocks B and E in the proposed multi-storey car park in the upper levels of Block F; the first and second floor levels of the multi-storey car park accommodate 448 car parking spaces in this phase; a total of</p>	<p>by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services having a positive cumulative effect during operation.</p> <p>Land and Soils – Construction: Large scale commercial/residential centre development with construction observed to have commenced at this site, however, should construction stages of both projects overlap the potential exists for cumulative effects (e.g. due to extensive excavations within made ground) on the land and soil environment. These potential cumulative effects are not considered significant, given the nature and extent of the proposed development.</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p> <p>Hydrology – Construction: In the event of accidental pollution during the construction phases of these developments, there is potential for cumulative surface water quality impacts.</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West, and a CEMP has been completed for the Adamstown project, with relevant mitigation measures to be detailed re prevention of impacts to land and soils (e.g. limited removal of excavated material from the site). No further mitigation measures proposed.</p> <p>Land and Soils – Operation: No mitigation or monitoring required.</p> <p>Hydrology – Construction: No further mitigation required as part of DART+ South West Project. Mitigation measures for the DART+ South Project are detailed in the EIAR while the proposed development must comply mitigation measures and</p>	<p>Land and Soils – Construction: Impacts will be negative, slight and short-term.</p> <p>Land and Soils – Operation: Impacts will be positive, slight and long-term.</p> <p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	<p>702 cycle parking spaces are provided for both residential and commercial uses; the 50 bike stands at Adamstown Station are to be maintained. The proposal also includes temporary landscaping and construction of temporary site hoarding and fencing in or around areas for future phases of development immediately adjacent to the development; ancillary site development and landscape works on lands; the application site incorporates elements of Adamstown Square and Adamstown Station Development areas with the Adamstown Strategic Development Zone and is being made in accordance with the Adamstown Planning Scheme 2014, as amended, and relates to a proposed development within the Adamstown Strategic Development Zone Planning Scheme Area, as defined by Statutory Instrument No. 272 of 2001.</p>	<p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>constructing practices detailed in the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0. The mitigation measures for both projects will avoid, reduce and prevent any significant adverse impacts on the surface water environment during the Construction Phases of both projects.</p> <p>Hydrology – Operation: No mitigation or monitoring required.</p>	
		<p>Hydrogeology – Construction: Where construction stages occur within the same timeframe the potential exists for cumulative effects on the groundwater environment.</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon groundwater environment likely.</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ South West, and Adamstown construction to be completed in line with a CEMP, to include relevant mitigation measures (e.g. prevention of discharges from concrete works areas). No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: No mitigation or monitoring required.</p>	<p>Hydrogeology – Construction: Impacts will be negative, slight and short-term.</p> <p>Hydrogeology – Operation: Impacts will be neutral, imperceptible and long-term.</p>
		<p>Air Quality – Construction: Limited construction work but these have minor potential for cumulative</p>	<p>Air Quality – Construction: No mitigation or monitoring required.</p>	<p>Air Quality – Construction: Impacts will be overall short-</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>adverse impact from construction dust with works in the Adamstown area of the proposed development. This impact may be an increased level of exposure for receptors within the study areas of both projects if constructed simultaneously and/or an elongation of potential adverse impacts if constructed in sequence.</p> <p>Air Quality – Operation: Small scale residential with no significant adverse impacts for air quality.</p>	<p>Air Quality – Operation: No mitigation or monitoring required.</p>	<p>term negative and not significant.</p> <p>Air Quality – Operation: None.</p>
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and transport. Cumulatively this impact is slight adverse.</p> <p>Climate – Operation: Increased rail and road traffic will result in a net increase in direct transport related greenhouse gas emissions. Indirectly, the proposed DART+ Programme may mitigate road traffic emissions if residents make a meaningful modal shift to trail transport as opposed to private cars.</p>	<p>Climate – Construction: No mitigation or monitoring required.</p> <p>Climate – Operation: No mitigation or monitoring required.</p>	<p>Climate – Construction: To be completed Cumulative generation of greenhouse gases will be overall short-term and not significant.</p> <p>Climate – Operation: Cumulative impacts will be potentially positive or negative depending on the scale of modal shift to rail travel.</p>
		<p>Noise and Vibration – Construction: Should the construction phases overlap, and due</p>	<p>Noise and Vibration – Construction: Limit values and mitigation and monitoring</p>	<p>Noise and Vibration – Construction: Negative,</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.</p>	<p>measures set out in the Noise and Vibration Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p> <p>Noise and Vibration – Operation: No mitigation required.</p>	<p>slight to moderate, short-term</p> <p>Noise and Vibration – Operation: None</p>
		<p>Landscape and Visual – Construction: If the construction phases of both DART + South West and this project occurs simultaneously, adverse cumulative effects are predicted to arise. Phase One of The Adamstown District Centre will be located adjacent and immediately north of the DART+ South West proposed electrification at Adamstown. Cumulative effects would arise in the vicinity of Phase One of the Adamstown District Centre. Due to the short term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Cumulative effects are expected to arise as a result of the DART+ South West electrification and Phase One of The Adamstown District Centre.</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Landscape and Visual – Operation: N/A</p>	<p>Landscape and Visual – Construction: Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: These are expected to be not significant.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		These are expected to be not significant.		
		<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: The proposed DART+ South West compound and substation in Park West will have no impact on any known or potential archaeological remains, the sites have been stripped of topsoil and no archaeological features were identified. Should any archaeological features be discovered within Phase 1 of the Adamstown District Centre it will not give rise to cumulative effects in combination with the DART+ development.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: There will be no cumulative effects during the operational phase of the development.</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: No mitigation or monitoring required.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: No mitigation or monitoring required.</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: N/A</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: There will be no cumulative effects during the operational phase of the development.</p>
		<p>Human Health – Construction: Should the construction phase of these developments overlap, there is potential for nuisance and annoyance which will impact local community. Road and/ or rail users may also be impacted during the construction works, and along haulage routes.</p> <p>Human Health – Operation: No significant cumulative effects are</p>	<p>Human Health – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project’s EIAR Human Health and other chapters will reduce the cumulative effects.</p> <p>Human Health – Operation: No mitigation required.</p>	<p>Human Health – Construction: Negative, slight, short-term.</p> <p>Human Health - Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		likely to occur to human health from the operation of these developments		
<p>Applicant Name: Labrines Limited</p> <p>Local Authority: Dublin City</p> <p>Planning Application Reference: ABP-PL29N.300666</p> <p>Location: Former "Matts of Cabra" public house and lands to the rear, Fassaugh Avenue, Cabra, Dublin 7</p> <p>Planning Status: Permission Granted</p>	<p>Demolition of the former "Matts of Cabra" public house and associated structures. Construction of mixed use development comprising student accommodation consisting of 208 no. bedspaces, vehicular access onto Fassaugh Avenue and all other site development works.</p>	<p>Traffic & 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, re-routing of traffic, severance and road closures.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Heuston station and planned Heuston Station West improving the connection and accessibility of this development to public transport services.</p> <p>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</p>	<p>Traffic & Transport Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project's EIAR Traffic and Transport Chapter will avoid the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p> <p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West's EIAR's Population and the Traffic & Transportation Chapter will avoid the potential cumulative impacts on the population during construction.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic and Transport – Operation: Positive, significant, and long-term effects.</p> <p>Population – Construction: Impacts will be negative, slight and short-term</p> <p>Population – Operation: Impacts will be positive, significant, and long-term</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>during construction phase, having a positive impact on the local economy.</p> <p>Population – Operation: The proposed DART+ South West Project will improve connectivity in public transport services, having a positive cumulative effect on communities during operation.</p>	<p>Population – Operation: No mitigation or monitoring required.</p>	
		<p>Land and Soils – Construction: Where construction stage of both projects occurs within the same timeframe potential exists for cumulative effects (e.g. due to excavation of soft soils) on the land and soil environment. These potential cumulative effects are not considered significant, given the nature and extent of the proposed residential development (sub-grade works within proposed site boundary only).</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West. No further mitigation measures proposed.</p> <p>Land and Soils – Operation: No mitigation or monitoring required.</p>	<p>Land and Soils – Construction: negative, slight and short-term.</p> <p>Land and Soils – Operation: positive, slight and long-term.</p>
		<p>Hydrology – Construction: 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+</p>	<p>Hydrology – Construction: Mitigation measures are detailed in the EIAR and in the CEMP of the DART+ South West project for avoiding, preventing, and reducing any significant adverse impacts on the surface water environment during the Construction Phase.</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>

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		<p>South 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.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>No further mitigation required as part of DART+ South West Project.</p> <p>Hydrology – Operation: No further mitigation required as part of DART+ South West Project.</p>	
		<p>Hydrogeology – Construction: Where construction stages occur within the same timeframe the potential exists for cumulative effects on the groundwater environment (locally important bedrock aquifer).</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon groundwater environment likely.</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ South West to avoid significant effects. No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: No mitigation or monitoring required.</p>	<p>Hydrogeology – Construction: neutral, slight and short-term.</p> <p>Hydrogeology – Operation: positive, slight and long-term.</p>
		<p>Air Quality – Construction: Construction works around Cabra Road area have the potential for cumulative adverse impact from construction dust with the proposed development. This impact may be an increased level of exposure for receptors within the receiving environment of both projects if constructed simultaneously and/or an elongation of potential adverse impacts if constructed in sequence.</p>	<p>Air Quality – Construction: Mitigation has been assigned to both projects.</p> <p>Air Quality – Operation: Mitigation has been assigned to both projects.</p>	<p>Air Quality – Construction: Short-term negative and not significant.</p> <p>Air Quality – Operation: Impacts positive and long-term over the proposed development.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Air Quality – Operation: Potential for cumulative positive impact if residents from the development utilise the DART+ project for transport thereby reducing the reliance on private cars.</p>		
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and transport.</p> <p>Climate – Operation: Increased rail and road traffic will result in a net increase in direct transport related greenhouse gas emissions. Indirectly, the proposed DART+ Programme may mitigate road traffic emissions if residents make a meaningful modal shift to rail transport as opposed to private cars.</p>	<p>Climate – Construction: No mitigation or monitoring required.</p> <p>Climate – Operation: No mitigation or monitoring required.</p>	<p>Climate – Construction: Cumulative generation of greenhouse gases will be overall short-term and not significant.</p> <p>Climate – Operation: Cumulative impacts will be potentially positive or negative depending on the scale of modal shift to rail travel.</p>
		<p>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.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.</p>	<p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p>	<p>Noise and Vibration – Construction: Negative, slight to moderate, short-term</p> <p>Noise and Vibration – Operation: None.</p>

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			<p>Noise and Vibration – Operation: No mitigation required.</p>	
		<p>Landscape and Visual – Construction: If the construction phases of both DART + South West and this project occurs simultaneously, adverse cumulative effects are predicted to arise. Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Cumulative effects are expected to arise as a result of the DART + South West in particular the electrification together with the proposed residential buildings at Fassagh Avenue, which, due to the height will have a visual influence over the Heuston and River Liffey Area. The cumulative effects are expected to be not significant.</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Landscape and Visual – Operation: N/A</p>	<p>Landscape and Visual – Construction: Short term negative and not significant.</p> <p>Landscape and Visual – Operation: None</p>
		<p>Material Assets: Utilities, resources and waste resources – Construction: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments. Should the construction phases overlap, there is potential for cumulative effects on the need for off-</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation measures set out in the Utilities and Resource & Waste Management Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: None</p> <p>Material Assets: Utilities, resources and waste resources – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>site capacity for recovery, recycling, treatment and disposal of waste. The projects are likely to generate a similar waste profile such as soil and stones. This has potential for cumulative effects associated with off-site treatment of waste, requirements for treatment capacity of C&D waste generated during construction timeframe.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: No significant cumulative effects are likely to occur to utilities and waste management from the operation of these developments.</p>	<p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>	
<p>Applicant Name: Heidelberg Davitt Limited</p> <p>Local Authority: Dublin City</p> <p>Planning Application Reference: ABP-309627</p> <p>Location: The site of the former Heidelberg/ Miller Building and S.C.R Garages, Davitt Road, Dublin 12</p> <p>Planning Status: Permission Granted</p>	<p>The proposed development would comprise of 188 no. apartments and associated site works.</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Heuston station and planned Heuston Station West improving the connection and accessibility of this</p>	<p>Traffic & Transport Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project’s EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic and Transport – Operation: Positive, significant, and long-term effects.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		development to public transport services.		
		<p>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.</p> <p>Population – Operation: The proposed DART+ South West Project will construct a new train station in the vicinity of this development, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect on communities during operation.</p>	<p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West’s EIAR’s Population and the Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation or monitoring required.</p>	<p>Population – Construction: Impacts will be negative, slight and short-term</p> <p>Population – Operation: Impacts will be positive, significant, and long-term</p>
		<p>Land and Soils – Construction: The proposed Davitt Road residential development lies on the south of Inchicore, directly west of Heuston Station. Where construction stage of both projects occurs within the same timeframe potential exists for cumulative effects (e.g. due to excavation of soft soils) on the land and soil environment. These potential</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West. No further mitigation measures proposed.</p> <p>Land and Soils – Operation: No mitigation or monitoring required.</p>	<p>Land and Soils – Construction: negative, slight and short-term.</p> <p>Land and Soils – Operation: positive, slight and long-term.</p>



Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>cumulative effects are not considered significant, given the nature and extent of the proposed residential development (sub-grade works within proposed site boundary only).</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p> <p>Hydrology – Construction: The construction works for both projects, DART+ South West and the Davitt Road development, will be carried out in the vicinity of and within the drainage catchment of the River Liffey.</p> <p>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+ South 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.</p>	<p>Hydrology – Construction: Mitigation measures set out in the Hydrology Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented. No further mitigation required as part of DART+ South West Project.</p> <p>Hydrology – Operation: No further mitigation required as part of DART+ South West Project. The project will implement SuDS drainage design developed accordance with the CIRIA SuDS Manual (CIRIA 2015).</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>		
		<p>Hydrogeology – Construction: Where construction stages occur within the same timeframe the potential exists for cumulative effects on the groundwater environment (locally important bedrock aquifer).</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon groundwater environment likely.</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ South West. No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: No mitigation or monitoring required.</p>	<p>Hydrogeology – Construction: neutral, slight and short-term.</p> <p>Hydrogeology – Operation: positive, slight and long-term.</p>
		<p>Air Quality – Construction: Construction works in the area around Heuston Station and Inchicore have the potential for cumulative adverse impact from construction dust with the proposed development. This impact may be an increased level of exposure for receptors within the study areas of both projects if constructed simultaneously and/or an elongation of potential adverse impacts if constructed in sequence.</p> <p>Air Quality – Operation: Potential for cumulative positive impact if residents from the development utilise the</p>	<p>Air Quality – Construction: Mitigation has been assigned to both projects.</p> <p>Air Quality – Operation: Mitigation has been assigned to both projects.</p>	<p>Air Quality – Construction: Short-term negative and not significant.</p> <p>Air Quality – Operation: Impacts positive and long-term over the proposed development.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>DART+ project for transport thereby reducing the reliance on private cars.</p> <p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and transport. Cumulatively this impact is slight adverse.</p> <p>Climate – Operation: Increased rail and road traffic will result in a net increase in direct transport related greenhouse gas emissions. Indirectly, the proposed DART+ Programme may mitigate road traffic emissions if residents make a meaningful modal shift to rail transport as opposed to private cars.</p> <p>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.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.</p>	<p>Climate – Construction: No mitigation or monitoring required.</p> <p>Climate – Operation: No mitigation or monitoring required.</p> <p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p>	<p>Climate – Construction: Cumulative generation of greenhouse gases will be overall short-term and not significant.</p> <p>Climate – Operation: Cumulative impacts will be potentially positive or negative depending on the scale of modal shift to rail travel.</p> <p>Noise and Vibration – Construction: Negative, slight to moderate, short-term</p> <p>Noise and Vibration – Operation: None.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
			<p>Noise and Vibration – Operation: No mitigation required.</p>	
		<p>Landscape and Visual – Construction: If the construction phases of both DART + South West and this project occurs simultaneously, adverse cumulative effects are predicted to arise. The effects would arise in the vicinity of Heuston West and Inchicore. Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Cumulative effects are expected to arise as a result of the DART + South West in particular the new Heuston West Station, bridge works around Inchicore and the electrification together with the proposed residential buildings at Davitt Road, which, due to the height will have a visual influence over the Heuston and River Liffey Area. The cumulative effects are expected to be not significant.</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Landscape and Visual – Operation: N/A</p>	<p>Landscape and Visual – Construction: Short term negative and not significant.</p> <p>Landscape and Visual – Operation: None</p>
		<p>Material Assets: Utilities, resources and waste resources – Construction: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation measures set out in the Utilities and Resource & Waste Management Chapter of</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: None</p> <p>Material Assets: Utilities, resources and waste</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>two developments. Should the construction phases overlap, there is potential for cumulative effects on the need for off-site capacity for recovery, recycling, treatment and disposal of waste. The projects are likely to generate a similar waste profile such as soil and stones. This has potential for cumulative effects associated with off-site treatment of waste, requirements for treatment capacity of C&D waste generated during construction timeframe.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: No significant cumulative effects are likely to occur to utilities and waste management from the operation of these developments.</p>	<p>the DART+ South West Project's EIAR and the CEMP will be implemented.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>	<p>resources – Operation: None</p>
<p>Applicant Name: The Park Shopping Centre Limited Local Authority: Dublin City Planning Application Reference: ABP-309657 Location: The former Park Shopping Centre Site and 42-45 Prussia Street</p>	<p>The demolition of the former Park Shopping Centre and 42-45 Prussia Street, the construction of 3 no. houses, 29 no. Build to Rent apartments and 584 no. student bed spaces.</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency</p>	<p>Traffic & Transport Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic and Transport – Operation: Positive, significant, and long-term effects.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
<p>Planning Status: Permission Granted</p>		<p>and capacity of rail services at Heuston station and planned Heuston Station West improving the connection and accessibility of this development to public transport services.</p>		
		<p>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.</p> <p>Population – Operation: The proposed DART+ South West Project will construct a new train station in the vicinity of this development, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect on communities during operation.</p>	<p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West’s EIA’s Population and the Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation or monitoring required.</p>	<p>Population – Construction: Impacts will be negative, slight and short-term</p> <p>Population – Operation: Impacts will be positive, significant, and long-term</p>
		<p>Land and Soils – Construction: Where construction stage or the demolition stage of Park Shopping Centre project occurs within the same timeframe of the construction phase of DART+ South West Project,</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West. No further mitigation measures proposed.</p>	<p>Land and Soils – Construction: negative, slight and short-term.</p>



Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>potential exists for cumulative effects (e.g. due to excavation of soft soils) on the land and soil environment. These potential cumulative effects are not considered significant, given the nature and extent of the proposed residential development (sub-grade works within proposed site boundary only).</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p>	<p>Land and Soils – Operation: No mitigation or monitoring required.</p>	<p>Land and Soils – Operation: positive, slight and long-term.</p>
		<p>Hydrology – Construction: 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+ South 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.</p>	<p>Hydrology – Construction: Mitigation measures are detailed in the Construction Environmental Management Plan (CEMP) of the EIAR of DART South West project for avoiding, preventing, and reducing any significant adverse impacts on the surface water environment during the Construction Phases of both projects. No further mitigation required as part of DART+ South West Project.</p> <p>Hydrology – Operation: No further mitigation required as part of DART+ South West Project. Mitigation measures proposed in the Water (FRAs of</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>both projects will reduce the potential impacts to surface water quality and the likelihood of flooding occurring.</p>	
		<p>Hydrogeology – Construction: Where construction stages occur within the same timeframe the potential exists for cumulative effects on the groundwater environment (locally important bedrock aquifer).</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon groundwater environment likely.</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ South West. No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: No mitigation or monitoring required.</p>	<p>Hydrogeology – Construction: neutral, slight and short-term.</p> <p>Hydrogeology – Operation: positive, slight and long-term.</p>
		<p>Air Quality – Construction: Construction works around Prussia Street area have the potential for cumulative adverse impact from construction dust with the proposed development. This impact may be an increased level of exposure for receptors within the study areas of both projects if constructed simultaneously and/or an elongation of potential adverse impacts if constructed in sequence.</p> <p>Air Quality – Operation: Potential for cumulative positive impact if residents from the development utilise the</p>	<p>Air Quality – Construction: Mitigation has been assigned to both projects.</p> <p>Air Quality – Operation: Mitigation has been assigned to both projects.</p>	<p>Air Quality – Construction: Short-term negative and not significant.</p> <p>Air Quality – Operation: Impacts positive and long-term over the proposed development.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>DART+ project for transport thereby reducing the reliance on private cars.</p> <p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and transport. Cumulatively this impact is slight adverse.</p> <p>Climate – Operation: Increased rail and road traffic will result in a net increase in direct transport related greenhouse gas emissions. Indirectly, the proposed DART+ Programme may mitigate road traffic emissions if residents make a meaningful modal shift to rail transport as opposed to private cars.</p> <p>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.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.</p>	<p>Climate – Construction: No mitigation or monitoring required.</p> <p>Climate – Operation: No mitigation or monitoring required.</p> <p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p>	<p>Climate – Construction: Cumulative generation of greenhouse gases will be overall short-term and not significant.</p> <p>Climate – Operation: Cumulative impacts will be potentially positive or negative depending on the scale of modal shift to rail travel.</p> <p>Noise and Vibration – Construction: Negative, slight to moderate, short-term</p> <p>Noise and Vibration – Operation: None.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
			<p>Noise and Vibration – Operation: No mitigation required.</p>	
		<p>Landscape and Visual – Construction: If the construction phases of both DART + South West and this project occurs simultaneously, adverse cumulative effects are predicted to arise. Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Cumulative effects are expected to arise as a result of the DART + South West in particular the electrification together with the proposed residential buildings at Prussia Street, which, due to the height will have a visual influence over the Heuston and River Liffey Area. The cumulative effects are expected to be not significant.</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Landscape and Visual – Operation: N/A</p>	<p>Landscape and Visual – Construction: Short term negative and not significant.</p> <p>Landscape and Visual – Operation: None</p>
		<p>Material Assets: Utilities, resources and waste resources – Construction: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments. Should the construction phases overlap, there is potential for cumulative effects on the need for off-</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation measures set out in the Utilities and Resource & Waste Management Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: None</p> <p>Material Assets: Utilities, resources and waste resources – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>site capacity for recovery, recycling, treatment and disposal of waste. The projects are likely to generate a similar waste profile such as soil and stones. This has potential for cumulative effects associated with off-site treatment of waste, requirements for treatment capacity of C&D waste generated during construction timeframe.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: No significant cumulative effects are likely to occur to utilities and waste management from the operation of these developments.</p>	<p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>	
<p>Applicant Name: Viridis Real Estate Services Limited and Prussia Properties Limited</p> <p>Local Authority: Dublin City</p> <p>Planning Application Reference: ABP-312102</p> <p>Location: No's. 29b, 30 and 31 Prussia Street, Dublin 7</p> <p>Planning Status: Permission Granted</p>	<p>Demolition of industrial sheds and workshops, construction of 236 no. student bedspaces and associated site works.</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Heuston station and planned Heuston Station West improving the connection and accessibility of this</p>	<p>Traffic & Transport Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic and Transport – Operation: Positive, significant, and long-term effects.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		development to public transport services.		
		<p>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.</p> <p>Population – Operation: The proposed DART+ South West Project will construct a new train station in the vicinity of this development, improving the connection and accessibility of the development to public transport services, having a positive cumulative effect on communities during operation.</p>	<p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West’s EIAR’s Population and the Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation or monitoring required.</p>	<p>Population – Construction: Impacts will be negative, slight and short-term</p> <p>Population – Operation: Impacts will be positive, significant, and long-term</p>
		<p>Land and Soils – Construction: Where construction stage or the demolition stage of Prussia project occurs within the same timeframe of the construction phase of DART+ South West Project, potential exists for cumulative effects (e.g. due to excavation of soft soils) on the land and soil environment. These potential cumulative effects are not considered significant, given the nature and extent of the proposed residential</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West. No further mitigation measures proposed.</p> <p>Land and Soils – Operation: No mitigation or monitoring required.</p>	<p>Land and Soils – Construction: negative, slight and short-term.</p> <p>Land and Soils – Operation: positive, slight and long-term.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>development (sub-grade works within proposed site boundary only).</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p>		
		<p>Hydrology – Construction: 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+ South 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.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>Hydrology – Construction: Mitigation measures are detailed in the Construction Environmental Management Plan (CEMP) of the EIAR of DART South West project for avoiding, preventing, and reducing any significant adverse impacts on the surface water environment during the Construction Phases of both projects. No further mitigation required as part of DART+ South West Project.</p> <p>Hydrology – Operation: No further mitigation required as part of DART+ South West Project.</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>
		<p>Hydrogeology – Construction: Where construction stages occur within the same timeframe the</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed</p>	<p>Hydrogeology – Construction: neutral, slight and short-term.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>potential exists for cumulative effects on the groundwater environment (locally important bedrock aquifer).</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon groundwater environment likely.</p>	<p>for DART+ South West. No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: No mitigation or monitoring required.</p>	<p>Hydrogeology – Operation: positive, slight and long-term.</p>
		<p>Air Quality – Construction: Construction works around Prussia Street area have the potential for cumulative adverse impact from construction dust with the proposed development. This impact may be an increased level of exposure for receptors within the study areas of both projects if constructed simultaneously and/or an elongation of potential adverse impacts if constructed in sequence.</p> <p>Air Quality – Operation: Potential for cumulative positive impact if residents from the development utilise the DART+ project for transport thereby reducing the reliance on private cars.</p>	<p>Air Quality – Construction: Mitigation has been assigned to both projects.</p> <p>Air Quality – Operation: Mitigation has been assigned to both projects.</p>	<p>Air Quality – Construction: Short-term negative and not significant.</p> <p>Air Quality – Operation: Impacts positive and long-term over the proposed development.</p>
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and transport. Cumulatively this impact is slight adverse.</p> <p>Climate – Operation: Increased rail and road traffic will result in a net</p>	<p>Climate – Construction: No mitigation or monitoring required.</p> <p>Climate – Operation: No mitigation or monitoring required.</p>	<p>Climate – Construction: Cumulative generation of greenhouse gases will be overall short-term and not significant.</p> <p>Climate – Operation: Cumulative impacts will be potentially positive or</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>increase in direct transport related greenhouse gas emissions. Indirectly, the proposed DART+ Programme may mitigate road traffic emissions if residents make a meaningful modal shift to rail transport as opposed to private cars.</p>		<p>negative depending on the scale of modal shift to rail travel.</p>
		<p>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.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.</p>	<p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the DART+ South West Project's EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p> <p>Noise and Vibration – Operation: No mitigation required.</p>	<p>Noise and Vibration – Construction: Negative, slight to moderate, short-term</p> <p>Noise and Vibration – Operation: None.</p>
		<p>Landscape and Visual – Construction: If the construction phases of both DART + South West and this project occurs simultaneously, adverse cumulative effects are predicted to arise. Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Cumulative effects are expected to</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project's EIAR and the CEMP will be implemented.</p> <p>Landscape and Visual – Operation: N/A</p>	<p>Landscape and Visual – Construction: Short term negative and not significant.</p> <p>Landscape and Visual – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>arise as a result of the DART + South West in particular the electrification together with the proposed residential buildings at Prussia Street, which, due to the height will have a visual influence over the Heuston and River Liffey Area. The cumulative effects are expected to be not significant.</p> <p>Material Assets: Utilities, resources and waste resources – Construction: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments. Should the construction phases overlap, there is potential for cumulative effects on the need for off-site capacity for recovery, recycling, treatment and disposal of waste. The projects are likely to generate a similar waste profile such as soil and stones. This has potential for cumulative effects associated with off-site treatment of waste, requirements for treatment capacity of C&D waste generated during construction timeframe.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: No significant cumulative effects are likely to occur to utilities and waste management from the operation of these developments.</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation measures set out in the Utilities and Resource & Waste Management Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: None</p> <p>Material Assets: Utilities, resources and waste resources – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
MyPlan Applications				
<p>Applicant Name: Quintain Developments Ireland Limited</p> <p>Local Authority: South Dublin County Council</p> <p>Planning Application Reference: SDZ21A/0007</p> <p>Location: Townland of Gollierstown, Adamstown, Lucan, Co Dublin</p> <p>Planning Status: Granted Permission in Sept 2021</p>	<p>Phase Two of the Adamstown District Centre and consists of 17,764sq.m (gross floor area, including car park and storage) of residential development to be constructed in 2 buildings ranging in height from 4 to 9 storeys; a total of 185 apartments, comprising 82 1-bedroom apartments, 102 2-bedroom apartments and 1 3-bedroom apartment; ancillary resident's amenity rooms and facilities are also provided at the ground floor level of Block G1; all apartments are provided with private open space in the form of balconies or gardens.</p> <p>This application is being made in accordance with the Adamstown Planning Scheme 2014, as amended, and relates to a proposed development within the Adamstown Strategic Development Zone Planning Scheme Area, as defined by Statutory Instrument No. 272 of 2001 on lands bounded generally by Adamstown Avenue and the Stratton housing development to the North, by Station Road,</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services.</p> <p>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.</p> <p>Population – Operation: The proposed DART+ South West Project</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p> <p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West's EIAR's Population and Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation required.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic and Transport – Operation: Positive, significant, and long-term effects</p> <p>Population – Construction: Negative, slight and short-term effects.</p> <p>Population – Operation: Positive, significant, and long-term effects.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	Adamstown Train Station and the Dublin to Kildare railway line to the South, by Adamstown Park to the East, and to the West by lands currently undeveloped, but benefitting from Planning Permission Reg. Ref. SDZ20A/0008, as amended by Reg. Ref. SDZ20A/0016 and SDZ20A/0018.	<p>will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services having a positive cumulative effect during operation.</p> <p>Land and Soils – Construction: Large scale commercial/residential centre development with construction observed to have commence at this site, however, should construction stages of both projects overlap the potential exists for cumulative effects (e.g. due to extensive excavations within made ground) on the land and soil environment. These potential cumulative effects are not considered significant, given the nature and extent of the proposed development.</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p> <p>Hydrology – Construction: In the event of accidental pollution during the construction phases of these developments, there is potential for cumulative surface water quality impacts.</p> <p>Hydrology – Operation: There are no significant likely cumulative</p>	<p></p> <p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West, and a CEMP has been completed for the Adamstown project, with relevant mitigation measures to be detailed re prevention of impacts to land and soils (e.g. limited removal of excavated material from the site). No further mitigation measures proposed.</p> <p>Land and Soils – Operation: No mitigation required.</p> <p>Hydrology – Construction: Mitigation measures for the DART+ South West Project are detailed in the EIAR while the proposed development must comply mitigation measures and constructing practices detailed in the Greater Dublin Regional Code of Practice for Drainage</p>	<p></p> <p>Land and Soils – Construction: Negative, slight and short-term</p> <p>Land and Soils – Operation: Positive, slight and long-term.</p> <p>Hydrology – Construction: Negative, not significant, and short-term effects.</p> <p>Hydrology – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Hydrological operational phase impacts.</p>	<p>Works Version 6.0. The mitigation measures for both projects will avoid, reduce and prevent any significant adverse impacts on the surface water environment during the Construction Phases of both projects. No further mitigation required as part of Dart+ South West Project.</p> <p>Hydrology – Operation: N/A</p>	
		<p>Hydrogeology – Construction: Where construction stages occur within the same timeframe the potential exists for cumulative effects on the groundwater environment.</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon groundwater environment likely.</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ South West, and Adamstown construction to be completed in line with a CEMP, to include relevant mitigation measures (e.g. prevention of discharges from concrete works areas). No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: No mitigation required.</p>	<p>Hydrogeology – Construction: Negative, slight and short-term</p> <p>Hydrogeology – Operation: Neutral, imperceptible and long-term.</p>
		<p>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.</p> <p>Air Quality – Operation: No significant cumulative effects are likely</p>	<p>Air Quality – Construction: Dust mitigation measures proposed in the Air Quality Chapter of the DART+ South West Project’s EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts.</p>	<p>Air Quality – Construction: Short-term negative and not significant effects.</p> <p>Air Quality – Operation: None.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		to occur to air quality from the operation of these developments.	Air Quality – Operation: No mitigation required.	
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and waste generation.</p> <p>Climate – Operation: It is likely that the provision of public transport proposed by DART+ South 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.</p>	Climate – Construction & Operation: No mitigation required at construction or operation phase.	<p>Climate – Construction: Slight adverse and negative short-term effects.</p> <p>Climate – Operation: Cumulative impacts will be potentially positive or negative depending on the scale of modal shift to rail travel.</p>
		<p>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.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.</p>	<p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the DART+ South West Project's EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p> <p>Noise and Vibration – Operation: No mitigation required.</p>	<p>Noise and Vibration – Construction: Negative, slight to moderate, short-term</p> <p>Noise and Vibration – Operation: None</p>
		Landscape and Visual – Construction: If the construction	Landscape and Visual – Construction: Mitigation	Landscape and Visual – Construction: Due to the

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>phases of both DART + South West and this project occurs simultaneously, adverse cumulative effects are predicted to arise. Phase Two of the Adamstown District Centre will be located adjacent and immediately north of the DART + South West proposed electrification at Adamstown Station. Cumulative effects would arise in the vicinity of Phase Two of the Adamstown District Centre.</p> <p>Landscape and Visual – Operation: Cumulative effects may arise due to the combination of the proposed telecommunications mast and the DART + South West project, in particular the electrification works.</p>	<p>measures set out in the Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Landscape and Visual – Operation: No mitigation required.</p>	<p>short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: These cumulative effects would be very limited in wintertime due to the screening afforded by existing vegetation.</p>
		<p>Human Health – Construction: Should the construction phase of these developments overlap, there is potential for nuisance and annoyance which will impact local community. Road and/ or rail users may also be impacted during the construction works, and along haulage routes.</p> <p>Human Health – Operation: No significant cumulative effects are likely to occur to human health from the operation of these developments</p>	<p>Human Health – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project’s EIAR Human Health and other chapters will reduce the cumulative effects.</p> <p>Human Health – Operation: No mitigation required.</p>	<p>Human Health – Construction: Negative, slight, short-term.</p> <p>Human Health - Operation: None</p>
	10 year permission for roads and drainage infrastructure works as approved under the Clonburris	<p>Traffic & Transport – Construction: Should the construction phases of these developments overlap or occur</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation</p>	<p>Traffic & Transport – Construction: Negative,</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
<p>Applicant Name: Clonburris Infrastructure Limited</p> <p>Local Authority: South Dublin County Council</p> <p>Planning Application Reference: SDZ20A/0021</p> <p>Location: In the townlands of Adamstown, Grange, Kishoge, Clonburris Little & Cappagh, Co. Dublin</p> <p>Planning Status: Granted Permission in Aug 2021</p>	<p>Strategic Development Zone Planning Scheme (2019) to form part of the public roads and drainage networks providing access and services for the future development of the southern half of the overall Strategic Development Zone (SDZ) lands;</p> <p>The application is made in accordance with Clonburris Strategic Development Zone Planning Scheme 2019 and relates to a proposed development within the Clonburris Strategic Development Zone Planning Scheme Area as defined by Statutory Instrument No. 604 of 2015; an Environmental Impact Assessment Report accompanies the application.</p>	<p>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.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services.</p> <p>Biodiversity – Construction: There is potential for cumulative impacts on the biodiversity resource across the extents of the DART+ South West Project, along with other projects. Both developments will result in loss of habitats at a local level. The proposed Clonburris development of road and drainage infrastructure works will result in a habitat loss of 35.4ha and 2.7km of linear habitats (woodland, hedgerows, treelines). This is considered significant at a local scale within the Clonburris EIAR. Those habitats of relevance for the DART+ South West Project include GS2, WL1 and WL2.</p>	<p>measures proposed as part of the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p> <p>Biodiversity – Construction: Mitigation and monitoring measures proposed as part of the respective EIAR's will be implemented to address all likely significant impacts.</p>	<p>slight to moderate and short-term effects.</p> <p>Traffic & Transport Operation: Positive, significant, and long-term effects</p> <p>Biodiversity – Construction: Significant negative at a local scale.</p> <p>Biodiversity –Operation: As new habitats, landscape planting and other mitigations take effect the loss of habitat will be addressed to some extent reducing the significance of the loss at local level.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Land and Soils – Construction: Where construction stage of both projects occurs within the same timeframe potential exists for cumulative effects on the land and soil environment. The potential for significant cumulative effects with the Clonburris SDZ roads and drainage infrastructure works are not considered significant, given the nature and extent of groundworks.</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West Project, and an EIAR has been completed for the Clonburris SDZ project, with relevant mitigation measures detailed regarding land and soils. No further mitigation measures proposed.</p> <p>Land and Soils – Operation: N/A</p>	<p>Land and Soils – Construction: Negative, slight and short-term.</p> <p>Land and Soils – Positive, imperceptible and long-term.</p>
		<p>Hydrology – Construction: In the event of accidental pollution during the construction phases of these developments, there is potential for cumulative surface water quality impacts.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>Hydrology – Construction: No further mitigation required as part of DART+ South West Project. Mitigation measures are detailed in the EIAR of both projects for avoiding, preventing, and reducing any significant adverse impacts on the surface water environment during the Construction Phases of both projects.</p> <p>Hydrology – Operation: N/A</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>
		<p>Hydrogeology – Construction: Where construction stage of both projects occurs within the same timeframe the potential exists for cumulative effects on the groundwater environment, and upon the same</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ South West Project, and an EIAR has been completed for the Clonburris</p>	<p>Hydrogeology – Construction: Neutral, slight and short-term.</p> <p>Hydrogeology – Operation: Neutral, imperceptible and long-term.</p>



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		<p>receiving groundwater bodies/aquifers, e.g. Dublin GWB. These potential cumulative effects are not considered significant, given the nature and extent of proposed works.</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon the hydrogeological environment likely.</p>	<p>SDZ project, with relevant mitigation measures detailed re groundwater protection. No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: N/A</p>	
		<p>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.</p> <p>Air Quality – Operation: No significant cumulative effects are likely to occur to air quality from the operation of these developments.</p>	<p>Air Quality – Construction: Dust mitigation measures proposed in the Air Quality Chapter of the DART+ South West Project’s EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts.</p> <p>Air Quality – Operation: No mitigation required.</p>	<p>Air Quality – Construction: Short-term negative and not significant effects.</p> <p>Air Quality – Operation: None.</p>
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and waste generation.</p> <p>Climate – Operation: It is likely that the provision of public transport proposed by DART+ South West in proximity to residential areas will have a positive cumulative effect on climate change by enhancing the public</p>	<p>Climate – Construction & Operation: No mitigation required at construction or operation phase.</p>	<p>Climate – Construction: Slight adverse and short term negative effects.</p> <p>Climate – Operation: Cumulative impacts will be potentially positive or negative depending on the scale of modal shift to rail travel.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>transport options in the area therefore reducing a reliance on private cars.</p>		
		<p>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.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.</p>	<p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p> <p>Noise and Vibration – Operation: No mitigation required.</p>	<p>Noise and Vibration – Construction: Negative, slight to moderate, short-term</p> <p>Noise and Vibration – Operation: None</p>
		<p>Material Assets: Utilities, resources and waste resources – Construction: No significant cumulative effects are likely to occur on material assets – utilities from the construction and operation of these two developments. Should the construction phases overlap, there is potential for cumulative effects on the need for off-site capacity for recovery, recycling, treatment and disposal of waste. The projects are likely to generate a similar waste profile such as soil and stones. This has potential for cumulative effects associated with off-site treatment of waste, requirements for</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation measures set out in the Utilities and Resource & Waste Management Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: None</p> <p>Material Assets: Utilities, resources and waste resources – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>treatment capacity of C&D waste generated during construction timeframe.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: No significant cumulative effects are likely to occur to utilities and waste management from the operation of these developments.</p>		
<p>Applicant Name: Electricity Supply Board</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application Reference: 4282/19</p> <p>Location: ESB lands, south of Kylemore Way, and north west of the existing ESB Networks premises, Kylemore Way, Dublin 8</p> <p>Planning Status: Granted permission Jan 2020</p>	<p>The development will consist of a c. 30 MW capacity battery storage facility within a secured compound and will – subject to detailed design, commercial and technical considerations, include the following elements: (a) a control building (c. 279 sq.m., c. 4.7m high); (b) plant and equipment comprising: (1) up to 34 No. battery container units (c. 30 sq. m. and up to c. 4.7m high) with roof mounted HVACs; (2) up to 17 No. battery unit transformers on concrete plinths (c. 10.6 sq. m. and c. 4m high); (3) up to 17 No. inverter units (c. 30 sq. m. and c. 3 m high); (4) a banded transformer (c. 66 sq. m. and c. 6 m high) with firewall on one side; (5) a banded house transformer (c. 20 sq. m. and c. 3 m high) surrounded on three sides by a 3m high firewall; (6) VAR support system on a</p>	<p>Hydrology – Construction: In the event of accidental pollution during the construction phases of these developments, there is potential for cumulative surface water quality impacts.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>Hydrology – Construction: Mitigation measures for the DART+ South Project are detailed in the EIAR while the proposed ESB development must comply with mitigation measures and constructing practices detailed in the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0. The mitigation measures for both projects will avoid, reduce and prevent any significant adverse impacts on the surface water environment during the Construction Phases of both projects. No further mitigation required as part of DART+ South West Project</p> <p>Hydrology – Operation: N/A</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>

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	<p>concrete plinth (c. 24 sq. m. and c. 3.4 m high); (7) cable trays and associated service connections; (8) other ancillary electrical plant; (9) up to 5 No. lightning masts (c. 20 m high); (10) a c. 18 m high SCADA Pole; (11) pole mounted security cameras (c. 8.3 m high); (c) c. 2.6 m high palisade fencing and gates; and (d) ancillary site clearance and developments works including provision of areas of hardstanding, internal access roads, and connections to site services networks.</p>			
		<p>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.</p> <p>Air Quality – Operation: No significant cumulative effects are likely to occur to air quality from the operation of these developments.</p>	<p>Air Quality – Construction: Dust mitigation measures proposed in the Air Quality Chapter of the DART+ South West Project’s EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts.</p> <p>Air Quality – Operation: No mitigation required.</p>	<p>Air Quality – Construction: Short-term negative and not significant effects.</p> <p>Air Quality – Operation: None.</p>
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and waste generation.</p>	<p>Climate – Construction & Operation: No mitigation required at construction or operation phase.</p>	<p>Climate – Construction: Slight adverse and short-term negative effects.</p> <p>Climate – Operation: Cumulative impacts will be potentially positive or negative depending on the</p>

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		<p>Climate – Operation: It is likely that the provision of public transport proposed by DART+ South 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.</p>		scale of modal shift to rail travel.
		<p>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.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.</p>	<p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p> <p>Noise and Vibration – Operation: No mitigation required.</p>	<p>Noise and Vibration – Construction: Negative, slight to moderate, short-term</p> <p>Noise and Vibration – Operation: None</p>
<p>Applicant Name: Quintain Developments Ireland Limited</p> <p>Local Authority: South Dublin County Council</p>	Demolition of 3 existing dwelling houses in addition to 9 farm structures and outbuildings and the construction of 113 residential units comprising 70 two storey dwelling houses; 30 duplex units and 13 apartments; duplexes and apartments will be accommodated in 3 four storey blocks which will include	<p>Traffic & 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.</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project’s EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic & Transport – Operation: Positive, significant, and long-term effects</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
<p>Planning Application Reference: SDZ19A/0011</p> <p>Location: Adamstown, Lucan, Co. Dublin</p> <p>Planning Status: Granted permission June 2020</p>	<p>balconies/terraces facing north-west and south-east; the development will consist of the demolition of 4,701sq.m of existing gross floor area and the construction of 11,917sq.m gross floor area; vehicular access from the subject lands to Adamstown Way to the south and to Tandy's Lane to the north; a vehicular connection will also be provided to the north-western boundary of the site to allow for a future vehicular connection to Adamstown Park (pending the future development of adjacent third party lands to the north-west); internal routes; pedestrian connections; 145 car parking spaces including on-curtilage and on-street spaces; bicycle parking; bin storage; plant; sedum roofs; solar/photovoltaic panels; boundary treatments; lighting; hard and soft landscaping including 833sq.m public open space and 737sq.m communal open space; changes in levels and all other associated site works above and below ground on lands on a 2.41 Ha site at Tandy's Lane incorporating the</p>	<p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services.</p> <p>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.</p> <p>Population – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services having a positive cumulative effect during operation.</p>	<p>Traffic and Transport – Operation: No mitigation required.</p> <p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West's EIAR's Population and Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation required.</p>	<p>Population – Construction: Negative, slight and short-term</p> <p>Population – Operation: Positive, significant, and long-term</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	<p>dwelling's Carrig (Eircode K78 D348), Coolmore (Eircode K78 XH33) and an unnamed dwelling (Eircode K78 X780) all at Tandy's Lane; the application is made in accordance with the Adamstown Planning Scheme 2014 (as amended) and relates to a proposed development with the Adamstown Strategic Development Zone with lands located within the St. Helen's Development Area.</p>	<p>Biodiversity – Construction: There is potential for cumulative impacts on the biodiversity resource across the extents of the DART+ South West Project, along with other projects.</p> <p>Both developments will result in loss of habitats at a local level. The proposed SDZ application of residential development will result in a loss of significant areas of grassland habitat and treelines/hedgerows. Those habitats of relevance for the DART+ South West Project include GS1, WL1 and WL2. The magnitude of loss is not provided for the residential development, but the impact is considered significant at site level. Hedgerows that are highly significant are aimed to be retained.</p>	<p>Biodiversity – Construction: Mitigation and monitoring measures proposed as part of the respective EIAR's will be implemented to address all likely significant impacts. The</p>	<p>Biodiversity –Construction: Significant negative at a local scale.</p> <p>Biodiversity –Operation: As new habitats, landscape planting and other mitigations take effect the loss of habitat will be addressed to some extent reducing the significance of the loss at local level.</p>
		<p>Hydrology – Construction: In the event of accidental pollution during the construction phases of these developments, there is potential for cumulative surface water quality impacts.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>Hydrology – Construction: Mitigation measures for the DART+ South Project are detailed in the EIAR while the proposed ESB development must comply with mitigation measures and constructing practices detailed in the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0. The mitigation measures for both projects will avoid, reduce and prevent any significant adverse impacts on the surface water environment</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
			<p>during the Construction Phases of both projects. No further mitigation required as part of DART+ South West Project</p> <p>Hydrology – Operation: N/A</p>	
<p>Applicant Name: The Board of St. James's Hospital</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application Reference: 3203/20</p> <p>Location: St. James's Hospital, James's Street, Dublin 8, D08 F2 H7</p> <p>Planning Status: Permission Granted</p>	<p>Planning permission - the proposed development will consist of a 4 storey, 1072 sq. m., 14.02 metre high infill to vacant yard and extension to the north of the existing mortuary building to serve as a bio-bank process storage unit accommodated over 2 floors with the additional 2 floors allocated to associated laboratory and administration functions; included will be a louvered open plant area 140 sq. m. at roof level, a further 2.7 metres high, all to match the existing building finishes; plant equipment and all other site development works, above and below ground required to facilitate the development, all located adjacent the north eastern boundary of the hospital campus. Vehicular access will be through the north entrance gates from Ewington Lane.</p>	<p>Hydrology – Construction: In the event of accidental pollution during the construction phases of these developments, there is potential for cumulative surface water quality impacts.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p> <p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction</p>	<p>Hydrology – Construction: Mitigation measures for the DART+ South West Project are detailed in the EIAR while the proposed development must comply mitigation measures and constructing practices detailed in the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0. The mitigation measures for both projects will avoid, reduce and prevent any significant adverse impacts on the surface water environment during the Construction Phases of both projects. No further mitigation required as part of Dart+ South West Project.</p> <p>Hydrology – Operation: No mitigation or monitoring required.</p> <p>Climate – Construction: No mitigation or monitoring required.</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p> <p>Climate – Construction: Slight adverse and short-term effects.</p>

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		<p>activities and waste generation. Cumulatively this impact is slight adverse and short term.</p> <p>Climate – Operation: Cumulative impacts will be negligible.</p>	<p>Climate – Operation: No mitigation or monitoring required.</p>	<p>Climate – Operation: None.</p>
<p>Applicant Name: Quintain Developments Ireland Ltd.</p> <p>Local Authority: South Dublin County Council</p> <p>Planning Application Reference: SDZ21A/0014</p> <p>Location: Development Area 8, Adderig, Adamstown, Lucan, Co. Dublin</p> <p>Planning Status: Permission Granted</p>	<p>Development of 227 dwellings (24,513.8sq.m gross floor area); 95 3-bed, 2 storey terraced houses and associated gardens; 28 4-bed, 3 storey terraced houses and associated gardens; 48 3-bed, 2 storey duplex apartments over 48 2-bed apartments (3 storey buildings with 2 storey duplex over single level ground floor unit) and associated communal and private open space; 4 3-bed, 2 storey duplex apartments over 4 3- bed, 2 storey duplex apartments (4 storey buildings with 2 storey duplex over 2 storey duplex) and associated communal and private open space; all associated site and development works including roads, central public open space (0.12ha), car parking (361 spaces), bicycle parking (168 spaces), bin storage areas, 2 ESB substations (22sq.m), associated pedestrian footpaths and cycle paths, hard and soft</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services.</p> <p>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</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project’s EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p> <p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West’s EIAR’s Population and Traffic & Transportation Chapter will address the potential cumulative</p>	<p>Traffic & Transport – Construction: Positive, significant, and long-term effects</p> <p>Traffic and Transport – Operation: Positive, significant, and long-term effects</p> <p>Population – Construction: negative, slight and short-term</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	<p>landscaping and boundary treatment. A section of the East - West Avenue Road (referred to as Airlie Park Road) along the northern boundary of the site is included in the current application and 2 access points are proposed to this road; development is accessed from roads already approved or under construction. The road to the south (referred to as Adamstown Way) was permitted under SDZ06A/0005 and bounds the site to the south and 1 access point is proposed to this road. 4 access points are proposed to the east and west (2 each). The Celbridge Link Road permitted under SDZ17A/0009 bounds the site to the west and the north-south road to the eastern boundary (referred to as Linear Park Road) was permitted under SDZ20A/0017. 17 spaces were permitted under SDZ17A/0009 providing a total of 378 spaces for this development.</p>	<p>accessibility. Both developments will create employment opportunities during construction phase, having a positive impact on the local economy.</p> <p>Population – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services having a positive cumulative effect during operation.</p> <p>Hydrology – Construction: In the event of accidental pollution during the construction phases of these developments, there is potential for cumulative surface water quality impacts.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>impacts on the population during construction.</p> <p>Population – Operation: No mitigation or monitoring required.</p> <p>Hydrology – Construction: Mitigation measures for the DART+ South West Project are detailed in the EIAR while the proposed development must comply mitigation measures and constructing practices detailed in the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0. The mitigation measures for both projects will avoid, reduce and prevent any significant adverse impacts on the surface water environment during the Construction Phases of both projects. No further mitigation required as part of DART+ South West Project.</p>	<p>Population – Operation: positive, significant, and long-term</p> <p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>

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			<p>Hydrology – Operation: No mitigation or monitoring required.</p>	
		<p>Landscape and Visual – Construction: Landscape and Visual Construction if the construction phases of both DART + South West and this project occur simultaneously, adverse cumulative effects are predicted to arise specifically in the vicinity of Adamstown, near Crowley’s Bridge. Due to the short-term nature of these effects, they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Cumulative effects may arise due to the combination of the proposed dwellings and the DART + South West project, in particular the electrification works at Adamstown, near Crowley's Bridge. These cumulative effects are not expected to be significant.</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Landscape and Visual – Operation: No mitigation or monitoring required.</p>	<p>Landscape and Visual – Construction: Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: None.</p>
<p>Applicant Name: Quintain Developments Ireland Limited</p> <p>Local Authority: South Dublin County Council</p>	<p>235 dwellings (up to a maximum of c.23,858.7sq.m GFA) in a mixture of terraced houses and apartments as follows: 159 houses shall consist of 109 2 storey, 3-bedroom houses; 7 3 storey, 3-bedroom houses and 43 3 storey, 4 bedroom houses;</p>	<p>Traffic & 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</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project’s EIAR Traffic and Transport Chapter will address the potential cumulative impacts</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic and Transport – Operation: Positive,</p>

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<p>Planning Application Reference: SDZ20A/0017</p> <p>Location: Townlands of Aderrig, Gollierstown & Finnstown, Adamstown, Lucan, County Dublin</p> <p>Planning Status: Permission Granted</p>	<p>76 apartment units shall be accommodated in 2 4 storey blocks; to consist of 38 1-bed apartments and 38 2-bed apartments; approximately 0.89ha of public open space in the form of a linear open space located to the west of the residential development proposed; communal open space associated with the apartment buildings of approximately 6.50sqm; provision of 322 car parking spaces, including visitor spaces, provided as a mix oi on-curtilage and on-street spaces; 2 ESB substations; new north - south avenue located to the west of the proposed linear open space and also part of Airlie Park linking Adamstown Way with the road to the north linking with Shackleton Drive already permitted under Reg. Ref. SDZ18A/0015, including a junction with the proposed east-west avenue immediately south of Airlie Park; new east-west avenue located immediately south of Airlie Park linking Adamstown Boulevard and the north--south avenue also proposed; vehicular access to</p>	<p>cumulative effect on traffic and transport due to potential delays.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services.</p> <p>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.</p> <p>Population – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport</p>	<p>on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation or monitoring required.</p> <p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West’s EIAR’s Population and the Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation or monitoring required.</p>	<p>significant, and long-term effects</p> <p>Population – Construction: Negative, slight and short-term.</p> <p>Population – Operation: Positive, significant, and long-term</p>

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	<p>serve the development is provided from the existing Adamstown Way to the south and the new proposed east-west avenue linking with Adamstown Boulevard from the north; all ancillary and associated site development and landscape works, including works to and new crossings over an existing water feature.</p>	<p>services having a positive cumulative effect during operation.</p>		
		<p>Hydrology – Construction: In the event of accidental pollution during the construction phases of these developments, there is potential for cumulative surface water quality impacts.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>Hydrology – Construction: Mitigation measures for the DART+ South West Project are detailed in the EIAR while the proposed development must comply mitigation measures and constructing practices detailed in the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0. The mitigation measures for both projects will avoid, reduce and prevent any significant adverse impacts on the surface water environment during the Construction Phases of both projects. No further mitigation required as part of DART+ South West Project.</p> <p>Hydrology – Operation: No mitigation or monitoring required.</p>	<p>Hydrology – Construction: negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>
		<p>Landscape and Visual – Construction: If the construction phases of both DART + South West and this project occur simultaneously, adverse cumulative effects are predicted to arise specifically in the vicinity of Adamstown, near Crowley’s Bridge. Due to the short-</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p>	<p>Landscape and Visual - Construction: Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Not significant.</p>

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		<p>term nature of these effects, they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Cumulative effects may arise due to the combination of the proposed dwellings and the DART + South West project, in particular the electrification works at Adamstown, near Crowley's Bridge. These cumulative effects are not expected to be significant.</p>	<p>Landscape and Visual – Operation: No mitigation or monitoring required.</p>	
<p>Applicant Name: Quintain Developments Ireland Limited</p> <p>Local Authority: South Dublin Council</p> <p>Planning Application Reference: SDZ19A/0011</p> <p>Location: Adamstown, Lucan, Co. Dublin</p> <p>Planning Status: Permission Granted</p>	<p>245 dwellings (up to a maximum of c. 23,903.5sq.m. GFA) in a mixture of terraced and detached houses, duplexes and apartments as follows: 214 houses shall consist of 169 two storey three bedroom houses, 68 with the option of a single storey rear extension at ground floor level (house type B1x and B2x); 45 three storey four bedroom houses; 15 apartment units shall be accommodated in 1 block of five storeys (Block 01) to consist of 2 one bed apartments and 13 two bed apartments; 16 duplexes shall be accommodated in 1 block of three storeys (Block 02) to contain 8 one storey two bed units and 8 two storey three bed</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services.</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation or monitoring required.</p>	<p>Traffic & Transport – Construction: Positive, significant, and long-term effects</p> <p>Traffic and Transport – Operation: Positive, significant, and long-term effects.</p>

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	<p>units; the provision of 1.24 Ha of public open space; provision of 370 car parking spaces; provision of a pedestrian (toucan) crossing over Adamstown Park, linking the site to Tandy's Lane Park and raised pedestrian crossing over the re-aligned Tandy's Lane, linking the site to the St. Helen's Development Area; all ancillary and associated site development and landscape works; vehicular access to serve the development is to be provided in a number of locations off Adamstown Park (2), Adamstown Drive (4 opened to traffic as part of this phase of development and 1 additional access closed to traffic until future phase of development to be used for construction access) and off the re-aligned Tandy's Lane (1) in the townlands of Dodsboro and Finnstown, bounded generally to the north by the Adamstown Drive, to the east by Adamstown Park and a site of a future Primary School, to the south by the re-aligned Tandy's Lane and part of the undeveloped Tandy's Lane Village Development Area, and</p>	<p>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.</p> <p>Population – Operation: Not Significant.</p> <p>Biodiversity – Construction: There is potential for cumulative impacts on the biodiversity resource across the extents of the DART+ South West Project, along with other projects. Both developments will result in loss of habitats at a local level. The proposed residential development will result in a loss of significant areas of grassland habitat and treelines/hedgerows. Those habitats of relevance for the DART+ South West Project include GS1, WL1 and WL2. Magnitude of loss is not provided but the impact is considered significant at site level. Hedgerows that are highly significant are aimed to be retained.</p>	<p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West's EIA's Population and Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation or monitoring required.</p> <p>Biodiversity – Construction: Mitigation and monitoring measures proposed as part of the respective EIA's will be implemented to address all likely significant impacts.</p>	<p>Population – Construction: negative, slight and short-term.</p> <p>Population – Operation: Positive, significant, and long-term</p> <p>Biodiversity – Construction: Significant negative at a local scale.</p> <p>Biodiversity –Operation: As new habitats, landscape planting and other mitigations take effect the loss of habitat will be addressed to some extent reducing the significance of the loss at local level.</p>

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	<p>to the west part of the undeveloped remainder of the Tandy's Lane Village Development Area in accordance with the Adamstown Planning Scheme 2014, as amended and relates to a proposed development within the Adamstown Strategic Development Zone Planning Scheme Area as defined by Statutory Instrument No. 272 of 2001.</p>	<p>Hydrology – Construction: In the event of accidental pollution during the construction phases of these developments, there is potential for cumulative surface water quality impacts.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>Hydrology – Construction: Mitigation measures for the DART+ South West Project are detailed in the EIAR while the proposed development must comply mitigation measures and constructing practices detailed in the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0. The mitigation measures for both projects will avoid, reduce, and prevent any significant adverse impacts on the surface water environment during the Construction Phases of both projects. No further mitigation required as part of Dart+ South West Project.</p> <p>Hydrology – Operation: No mitigation or monitoring required.</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>
<p>Applicant Name: Department of Education</p> <p>Local Authority: South Dublin County Council</p> <p>Planning Application Reference: SDZ21A/0013</p>	<p>A 3 storey, 1,000 pupil post primary school (Roll no. 76454S) including a 4 classroom Special Educational Needs Unit with a gross floor area of 11,443sq.m including sports hall and all ancillary teacher & pupil facilities; bicycle parking; staff parking; vehicle drop off/set down areas; internal access roads; hard and soft play areas; piped</p>	<p>Traffic & 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, re-routing of traffic, severance and road closures.</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic & Transport Operation: Positive, significant, and long-term effects</p>

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<p>Location: Kishoge Cross, Griffeen Avenue, Lucan, Co. Dublin</p> <p>Planning Status: Granted Permission in Feb 2022</p>	<p>infrastructure and ducting; plant; landscaping and boundary treatments; PV panels; external courtyards; disabled car parking spaces; ESB substation, ramps & stairs; signage; changes in level and all associated site development and excavation works above and below ground all on a site bounded to the east by the R136 Outer Ring, to the north by the existing site adjacent to south of Griffeen Avenue, to the west to existing site adjacent to Lucan East Educate Together National School and to the south to existing site adjacent to Adamstown Link Road. The proposed development is located within the Clonburris Strategic Development Zone Planning Scheme 2019 area.</p>	<p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services.</p>	<p>Traffic and Transport – Operation: No mitigation required.</p>	
		<p>Biodiversity – Construction: There is potential for cumulative impacts on the biodiversity resource across the extents of the DART+ South West Project, along with other projects. Both developments will result in loss of habitats at a local level including trees, hedgerows and open space.</p>	<p>Biodiversity – Construction: Landscape and biodiversity mitigation requirements proposed as part of both schemes will be implemented to address likely significant impacts.</p>	<p>Biodiversity – Construction: Significant negative at a local scale.</p> <p>Biodiversity –Operation: As new habitats, landscape planting and other mitigations take effect the loss of habitat will be addressed to some extent reducing the significance of the loss at local level.</p>
		<p>Land and Soils – Construction: Where construction stage of both projects occurs within the same timeframe potential pathways exist for cumulative effects on the land and soil environment through loss of material and accidental emissions, however given the site-based nature of the school development and the limited nature of the works proposed for the rail development in that area,</p>	<p>Land and Soils – Construction: Chapter 9 of this EIAR contains relevant mitigation measures proposed for DART+ South West Project, No further mitigation measures proposed.</p> <p>Land and Soils – Operation: N/A</p>	<p>Land and Soils – Construction: Negative, slight and short-term.</p> <p>Land and Soils – N/A</p>

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		<p>cumulative effects are not considered significant.</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects on the land and soil environment likely.</p>		
		<p>Hydrology – Construction: In the event of accidental pollution during the construction phases of this development, there is potential for cumulative surface water quality impacts.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>Hydrology – Construction: No further mitigation required as part of DART+ South West Project.</p> <p>Hydrology – Operation: N/A</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>
		<p>Hydrogeology – Construction: Where construction stage of both projects occurs within the same timeframe the potential exists for cumulative effects on the groundwater environment, and on the same receiving groundwater bodies/aquifers, e.g. Dublin GWB. These potential cumulative effects are not considered significant, given the nature and extent of proposed works.</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon the hydrogeological environment likely.</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ South West Project, No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: N/A</p>	<p>Hydrogeology – Construction: Neutral, slight and short-term.</p> <p>Hydrogeology – Operation: None.</p>



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		<p>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.</p> <p>Air Quality – Operation: No significant cumulative effects are likely to occur to air quality from the operation of these developments.</p>	<p>Air Quality – Construction: Dust mitigation measures proposed in the Air Quality Chapter of the DART+ South West Project’s EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts.</p> <p>Air Quality – Operation: No mitigation required.</p>	<p>Air Quality – Construction: Short-term negative and not significant effects.</p> <p>Air Quality – Operation: None.</p>
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and waste generation.</p> <p>Climate – Operation: It is likely that the provision of public transport proposed by DART+ South 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.</p>	<p>Climate – Construction & Operation: The Dart South West project includes mitigation to maximise the use of recycled materials and reuse of soils etc. on site. No additional mitigation required at construction or operation phase.</p>	<p>Climate – Construction: Slight adverse and short term negative effects.</p> <p>Climate – Operation: Cumulative impacts will be potentially positive depending on the scale of modal shift to rail travel.</p>
		<p>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.</p>	<p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the DART+ South West Project’s EIAR and the CEMP will be</p>	<p>Noise and Vibration – Construction: Negative, slight to moderate, short-term</p>

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		<p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.</p>	<p>implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p> <p>Noise and Vibration – Operation: No mitigation required.</p>	<p>Noise and Vibration – Operation: None</p>
		<p>Material Assets: Utilities, resources and waste resources – Construction: Should the construction phases overlap, there is potential for cumulative effects on off-site capacity for recovery, recycling, treatment and disposal of waste. The projects are likely to generate a similar waste profile such as soil and stones. This has potential for cumulative effects associated with off-site treatment of waste, requirements for treatment capacity of C&D waste generated during construction timeframe.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: No significant cumulative effects are likely to occur to utilities and waste management from the operation of these developments.</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: Mitigation measures set out in the Utilities and Resource & Waste Management Chapter of the DART+ South West Project’s EIAR and the CEMP and the construction waste management plan for the proposed school will be implemented to will avoid cumulative negative effects.</p> <p>Material Assets: Utilities, resources and waste resources – Operation: N/A</p>	<p>Material Assets: Utilities, resources and waste resources – Construction: None</p> <p>Material Assets: Utilities, resources and waste resources – Operation: None</p>
<p>Applicant Name: Adamstown Station & Boulevard Ltd.</p>	<p>Comprising Phase 1 of the Adamstown Boulevard Development Area and consists of 38,768.21sq.m. of mixed-</p>	<p>Traffic & Transport – Construction: Should the construction phases of these developments overlap or occur sequentially, there is potential for</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
<p>Local Authority: South Dublin County Council</p> <p>Planning Application Reference: SDZ22A/0007</p> <p>Location: Townlands of Gollierstown & Aderrig, Adamstown, Lucan, Co. Dublin</p> <p>Planning Status: Permission Granted</p>	<p>residential development of 423 units. The housing units for which permission is being sought are on a site of 9.22Ha, ranging from 2 to 3 storeys in height; Outline permission is sought on a site of 0.54Ha for the apartment block, which shall range from 5 to 9 storeys in height.</p> <p>The proposed development includes approximately 0.95 Ha of public open space located on the east of the site stretching between Adamstown Way and Station Road and a pocket park located in the north-west of the site. 488 car parking spaces are proposed in total. A total of 52 visitor spaces are provided across the site; A total of 6 disabled spaces and 6 EV spaces are proposed. 40 secure bicycle parking spaces are provided in 4 locations throughout the site. 3 ESB Substations are also provided; Vehicular access is provided from the existing Adamstown Avenue and Adamstown Way from the west and north, Station Road to the south and Stream Road, which bisects the Boulevard Development Area. A new bus turning circle, along with bus lay-bys are proposed on the</p>	<p>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, re-routing of traffic, severance and road closures.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services.</p> <p>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.</p> <p>Population – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at</p>	<p>the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p> <p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West's EIAR's Population and the Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation or monitoring required.</p>	<p>Traffic and Transport – Operation: Positive, significant, and long-term effects.</p> <p>Population – Construction: Impacts will be negative, slight and short-term</p> <p>Population – Operation: Impacts will be positive, significant, and long-term</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	<p>south of the site on Station Road; The development includes the provision of ancillary site development works, boundary treatments and landscape works;</p> <p>This application is being made in accordance with the Adamstown Planning Scheme 2014, as amended, and relates to a proposed development within the Adamstown Strategic Development Zone Planning Scheme Area, as defined by Statutory Instrument No. 272 of 2001.</p>	<p>Adamstown Station improving the connection and accessibility of this development to public transport services having a positive cumulative effect during operation.</p> <p>Land and Soils – Construction: Large scale commercial/residential centre development with construction observed to have commenced at this site, however, should construction stages of both projects overlap the potential exists for cumulative effects (e.g. due to extensive excavations within made ground) on the land and soil environment. These potential cumulative effects are not considered significant, given the nature and extent of the proposed development.</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p> <p>Hydrology – Construction: In the event of accidental pollution during the construction phases of these developments, there is potential for cumulative surface water quality impacts.</p> <p>Hydrology – Operation: There are no significant likely cumulative</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West, and a CEMP has been completed for the Adamstown project, with relevant mitigation measures to be detailed re prevention of impacts to land and soils (e.g. limited removal of excavated material from the site). No further mitigation measures proposed.</p> <p>Land and Soils – Operation: No mitigation or monitoring required.</p> <p>Hydrology – Construction: No further mitigation required as part of DART+ South West Project. Mitigation measures for the DART+ South Project are detailed in the EIAR while the proposed development must comply mitigation measures and constructing practices detailed in the Greater Dublin Regional</p>	<p>Land and Soils – Construction: Impacts will be negative, slight and short-term.</p> <p>Land and Soils – Operation: Impacts will be positive, slight and long-term.</p> <p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Hydrological operational phase impacts.</p>	<p>Code of Practice for Drainage Works Version 6.0. The mitigation measures for both projects will avoid, reduce and prevent any significant adverse impacts on the surface water environment during the Construction Phases of both projects.</p> <p>Hydrology – Operation: No mitigation or monitoring required.</p>	
		<p>Hydrogeology – Construction: Where construction stages occur within the same timeframe the potential exists for cumulative effects on the groundwater environment.</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon groundwater environment likely.</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ South West, and Adamstown construction to be completed in line with a CEMP, to include relevant mitigation measures (e.g. prevention of discharges from concrete works areas). No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: No mitigation or monitoring required.</p>	<p>Hydrogeology – Construction: Impacts will be negative, slight and short-term.</p> <p>Hydrogeology – Operation: Impacts will be neutral, imperceptible and long-term.</p>
		<p>Air Quality – Construction: Limited construction work but these have minor potential for cumulative adverse impact from construction dust with works in the Adamstown</p>	<p>Air Quality – Construction: No mitigation or monitoring required.</p>	<p>Air Quality – Construction: Impacts will be overall short-term negative and not significant.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>area of the proposed development. This impact may be an increased level of exposure for receptors within the study areas of both projects if constructed simultaneously and/or an elongation of potential adverse impacts if constructed in sequence.</p> <p>Air Quality – Operation: Small scale residential with no significant adverse impacts for air quality.</p>	<p>Air Quality – Operation: No mitigation or monitoring required.</p>	<p>Air Quality – Operation: None.</p>
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and transport. Cumulatively this impact is slight adverse.</p> <p>Climate – Operation: Increased rail and road traffic will result in a net increase in direct transport related greenhouse gas emissions. Indirectly, the proposed DART+ Programme may mitigate road traffic emissions if residents make a meaningful modal shift to rail transport as opposed to private cars.</p>	<p>Climate – Construction: No mitigation or monitoring required.</p> <p>Climate – Operation: No mitigation or monitoring required.</p>	<p>Climate – Construction: To be completed Cumulative generation of greenhouse gases will be overall short-term and not significant.</p> <p>Climate – Operation: Cumulative impacts will be potentially positive or negative depending on the scale of modal shift to rail travel.</p>
		<p>Noise and Vibration – Construction: Should the construction phases overlap, and due to the close proximity of both development sites, there is potential</p>	<p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the</p>	<p>Noise and Vibration – Construction: Negative, slight to moderate, short-term</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>for cumulative noise effects from construction activities.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.</p>	<p>DART+ South West Project’s EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p> <p>Noise and Vibration – Operation: No mitigation required.</p>	<p>Noise and Vibration – Operation: None</p>
		<p>Landscape and Visual – Construction: If the construction phases of both DART + South West and this project occurs simultaneously, adverse cumulative effects are predicted to arise. Phase 1 of the Adamstown Boulevard will be located adjacent and immediately north of the DART+ South West proposed electrification at Adamstown. Cumulative effects would arise in the vicinity of Phase 1 of the Adamstown Boulevard. Due to the short term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Cumulative effects are expected to arise as a result of the DART+ South West electrification and Phase 1 of the Adamstown Boulevard. These are expected to be not significant.</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Landscape and Visual – Operation: N/A</p>	<p>Landscape and Visual – Construction: Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: These are expected to be not significant.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: The proposed DART+ South West compound and substation in Park West will have no impact on any known or potential archaeological remains, the sites have been stripped of topsoil and no archaeological features were identified. Should any archaeological features be discovered within Phase 1 of the Adamstown Boulevard it will not give rise to cumulative effects in combination with the DART+ development.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: There will be no cumulative effects during the operational phase of the development.</p> <p>Human Health – Construction: Should the construction phase of these developments overlap, there is potential for nuisance and annoyance which will impact local community. Road and/ or rail users may also be impacted during the construction works, and along haulage routes.</p> <p>Human Health – Operation: No significant cumulative effects are likely to occur to human health from the operation of these developments</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: No mitigation or monitoring required.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: No mitigation or monitoring required.</p> <p>Human Health – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project’s EIAR Human Health and other chapters will reduce the cumulative effects.</p> <p>Human Health – Operation: No mitigation required.</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: N/A</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: There will be no cumulative effects during the operational phase of the development.</p> <p>Human Health – Construction: Negative, slight, short-term.</p> <p>Human Health - Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
<p>Applicant Name: Quintain Developments Ireland Ltd.</p> <p>Local Authority: South Dublin County Council</p> <p>Planning Application Reference: SDZ22A/0006</p> <p>Location: Tandy's Lane, In the townlands of Doddsborough and Finnstown, Adamstown, Lucan, Co. Dublin</p> <p>Planning Status: Permission Granted</p>	<p>Construction of 352 residential units. The total gross floor area of the development is c. 43,272sq.m; The development will also comprise the provision of 2 vehicular accesses from Adamstown Boulevard; vehicular connections will also be provided to permitted roads in Tandy's Lane Phase 1; internal routes; 535 car parking spaces including on-curtilage and off-curtilage spaces; bicycle parking; bin storage; plant; ESB Substations; boundary treatments; lighting; hard and soft landscaping; and all other associated site works; on 2 No. sites separated by the permitted Tandy's Lane Phase 1 Development (SDCC Reg. Ref. SDZ19A/0011) with a total site area of c. 10.24 hectares at Tandy's Lane, in the townlands of Doddsborough and Finnstown, Adamstown, Lucan, Co. Dublin.</p> <p>This application is being made in accordance with the Adamstown Planning Scheme 2014, as amended, and relates to a proposed development within the Adamstown Strategic Development Zone Planning Scheme Area, as defined by Statutory Instrument No. 272 of 2001. The lands are located</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services.</p> <p>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.</p> <p>Population – Operation: The proposed DART+ South West Project will improve public transport services</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p> <p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West's EIAR's Population and the Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation or monitoring required.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic and Transport – Operation: Positive, significant, and long-term effects.</p> <p>Population – Construction: Impacts will be negative, slight and short-term</p> <p>Population – Operation: Impacts will be positive, significant, and long-term</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	within the Tandy's Lane Village Development Area.	by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services having a positive cumulative effect during operation.		
		<p>Land and Soils – Construction: Large scale commercial/residential centre development with construction observed to have commenced at this site, however, should construction stages of both projects overlap the potential exists for cumulative effects (e.g. due to extensive excavations within made ground) on the land and soil environment. These potential cumulative effects are not considered significant, given the nature and extent of the proposed development.</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West, and a Construction Management Plan has been completed for the Phase 2 Adamstown project, with relevant mitigation measures to be detailed re prevention of impacts to land and soils (e.g. limited removal of excavated material from the site). No further mitigation measures proposed.</p> <p>Land and Soils – Operation: No mitigation or monitoring required.</p>	<p>Land and Soils – Construction: Impacts will be negative, slight and short-term.</p> <p>Land and Soils – Operation: Impacts will be positive, slight and long-term.</p>
		<p>Hydrology – Construction: In the event of accidental pollution during the construction phases of these developments, there is potential for cumulative surface water quality impacts.</p>	<p>Hydrology – Construction: No further mitigation required as part of DART+ South West Project. Mitigation measures for the DART+ South Project are detailed in the EIAR while the proposed development must</p>	<p>Hydrology – Construction: Negative, not significant and short-term effects.</p> <p>Hydrology – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>comply with mitigation measures and constructing practices detailed in the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0. The mitigation measures for both projects will avoid, reduce and prevent any significant adverse impacts on the surface water environment during the Construction Phases of both projects.</p> <p>Hydrology – Operation: No mitigation or monitoring required.</p>	
		<p>Hydrogeology – Construction: Where construction stages occur within the same timeframe the potential exists for cumulative effects on the groundwater environment.</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon groundwater environment likely.</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ South West, and Adamstown construction to be completed in line with a Construction Management Plan, to include relevant mitigation measures. No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: No mitigation or monitoring required.</p>	<p>Hydrogeology – Construction: Impacts will be negative, slight and short-term.</p> <p>Hydrogeology – Operation: Impacts will be neutral, imperceptible and long-term.</p>
		<p>Air Quality – Construction: Limited construction work but these have minor potential for cumulative</p>	<p>Air Quality – Construction: No mitigation or monitoring required.</p>	<p>Air Quality – Construction: Impacts will be overall short-</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>adverse impact from construction dust with works in the Adamstown area of the proposed development. This impact may be an increased level of exposure for receptors within the study areas of both projects if constructed simultaneously and/or an elongation of potential adverse impacts if constructed in sequence.</p> <p>Air Quality – Operation: Small scale residential with no significant adverse impacts for air quality.</p>	<p>Air Quality – Operation: No mitigation or monitoring required.</p>	<p>term negative and not significant.</p> <p>Air Quality – Operation: None.</p>
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and transport. Cumulatively this impact is slight adverse.</p> <p>Climate – Operation: Increased rail and road traffic will result in a net increase in direct transport related greenhouse gas emissions. Indirectly, the proposed DART+ Programme may mitigate road traffic emissions if residents make a meaningful modal shift to trail transport as opposed to private cars.</p>	<p>Climate – Construction: No mitigation or monitoring required.</p> <p>Climate – Operation: No mitigation or monitoring required.</p>	<p>Climate – Construction: To be completed Cumulative generation of greenhouse gases will be overall short-term and not significant.</p> <p>Climate – Operation: Cumulative impacts will be potentially positive or negative depending on the scale of modal shift to rail travel.</p>
		<p>Noise and Vibration – Construction: Should the construction phases overlap, and due</p>	<p>Noise and Vibration – Construction: Limit values and mitigation and monitoring</p>	<p>Noise and Vibration – Construction: Negative,</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>to the close proximity of both development sites, there is potential for cumulative noise effects from construction activities.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.</p>	<p>measures set out in the Noise and Vibration Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p> <p>Noise and Vibration – Operation: No mitigation required.</p>	<p>slight to moderate, short-term</p> <p>Noise and Vibration – Operation: None</p>
		<p>Landscape and Visual – Construction: If the construction phases of both DART + South West and this project occurs simultaneously, adverse cumulative effects are predicted to arise. Phase 2 Tandy’s Lane will be located adjacent and immediately north of the DART+ South West proposed electrification at Adamstown. Cumulative effects would arise in the vicinity of Phase 2 Tandy’s Lane. Due to the short term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: Cumulative effects are expected to arise as a result of the DART+ South West electrification and Phase 2 Tandy’s Lane. These are expected to be not significant.</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Landscape and Visual – Operation: N/A</p>	<p>Landscape and Visual – Construction: Due to the short-term nature of these effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: These are expected to be not significant.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: The proposed DART+ South West compound and substation in Park West will have no impact on any known or potential archaeological remains, the sites have been stripped of topsoil and no archaeological features were identified. Should any archaeological features be discovered within Phase 2 Tandy's Lane it will not give rise to cumulative effects in combination with the DART+ development.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: There will be no cumulative effects during the operational phase of the development.</p> <p>Human Health – Construction: Should the construction phase of these developments overlap, there is potential for nuisance and annoyance which will impact local community. Road and/ or rail users may also be impacted during the construction works, and along haulage routes.</p> <p>Human Health – Operation: No significant cumulative effects are likely to occur to human health from the operation of these developments</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: No mitigation or monitoring required.</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: No mitigation or monitoring required.</p> <p>Human Health – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project's EIA Human Health and other chapters will reduce the cumulative effects.</p> <p>Human Health – Operation: No mitigation required.</p>	<p>Archaeology & Cultural Heritage, Architectural Heritage – Construction: N/A</p> <p>Archaeology & Cultural Heritage, Architectural Heritage – Operation: There will be no cumulative effects during the operational phase of the development.</p> <p>Human Health – Construction: Negative, slight, short-term.</p> <p>Human Health - Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
<p>Applicant Name: Quintain Developments Ireland Limited</p> <p>Local Authority: South Dublin County Council</p> <p>Planning Application Reference: SDZ21A/0020</p> <p>Location: Townland of Gollierstown, Adamstown, Lucan, Co Dublin</p> <p>Planning Status: Granted Permission</p>	<p>Minor amendments to the development permitted under Planning Permission Ref SDZ21A/0007 comprising the following: repositioning of landscaped communal courtyard of Block G to a different floor, and the consequential relocation of 83 car parking spaces within the Block F multi-storey car park (as permitted under Ref SDZ20A/0008, amended by SDZ20A/0018 and as further amended under a concurrent application under Ref SDZ21A/0017) and to on-street locations immediately adjacent to Block G, all including ancillary site development and landscape works; modification of 174 apartments in Block G; adjustments to Block G2; and the development now proposed in Block G comprises of 184 apartments. This application is being made in accordance with the Adamstown Planning Scheme 2014, as amended, and relates to a proposed development within the Adamstown Strategic Development Zone Planning Scheme Area, as defined by</p>	<p>Traffic & 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.</p> <p>Traffic & Transport – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services.</p> <p>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.</p> <p>Population – Operation: The proposed DART+ South West Project will improve public transport services by increasing the frequency and</p>	<p>Traffic & Transport – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project's EIAR Traffic and Transport Chapter will address the potential cumulative impacts on traffic and transport during construction.</p> <p>Traffic and Transport – Operation: No mitigation required.</p> <p>Population – Construction: The implementation of the mitigation measures proposed as part of DART+ South West's EIAR's Population and Traffic & Transportation Chapter will address the potential cumulative impacts on the population during construction.</p> <p>Population – Operation: No mitigation required.</p>	<p>Traffic & Transport – Construction: Negative, slight to moderate and short-term effects.</p> <p>Traffic and Transport – Operation: Positive, significant, and long-term effects</p> <p>Population – Construction: Negative, slight and short-term effects.</p> <p>Population – Operation: Positive, significant, and long-term effects.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
	<p>Statutory Instrument No. 272 of 2001.</p>	<p>capacity of rail services at Adamstown Station improving the connection and accessibility of this development to public transport services having a positive cumulative effect during operation.</p> <p>Land and Soils – Construction: Large scale commercial/residential centre development with construction observed to have commence at this site, however, should construction stages of both projects overlap the potential exists for cumulative effects (e.g. due to extensive excavations within made ground) on the land and soil environment. These potential cumulative effects are not considered significant, given the nature and extent of the proposed development.</p> <p>Land and Soils – Operation: No significant operational phase cumulative effects upon the land and soil environment likely.</p> <p>Hydrology – Construction: In the event of accidental pollution during the construction phases of these developments, there is potential for cumulative surface water quality impacts.</p> <p>Hydrology – Operation: There are no significant likely cumulative Hydrological operational phase impacts.</p>	<p>Land and Soils – Construction: Chapter 9 contains relevant mitigation measures proposed for DART+ South West, and a CEMP has been completed for the Adamstown project, with relevant mitigation measures to be detailed re prevention of impacts to land and soils (e.g. limited removal of excavated material from the site). No further mitigation measures proposed.</p> <p>Land and Soils – Operation: No mitigation required.</p> <p>Hydrology – Construction: Mitigation measures for the DART+ South West Project are detailed in the EIAR while the proposed development must comply mitigation measures and constructing practices detailed in the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0. The mitigation measures for both</p>	<p>Land and Soils – Construction: Negative, slight and short-term</p> <p>Land and Soils – Operation: Positive, slight and long-term.</p> <p>Hydrology – Construction: Negative, not significant, and short-term effects.</p> <p>Hydrology – Operation: None</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
			<p>projects will avoid, reduce and prevent any significant adverse impacts on the surface water environment during the Construction Phases of both projects. No further mitigation required as part of Dart+ South West Project.</p> <p>Hydrology – Operation: N/A</p>	
		<p>Hydrogeology – Construction: Where construction stages occur within the same timeframe the potential exists for cumulative effects on the groundwater environment.</p> <p>Hydrogeology – Operation: No significant operational phase cumulative effects upon groundwater environment likely.</p>	<p>Hydrogeology – Construction: Chapter 11 contains relevant mitigation measures proposed for DART+ South West, and Adamstown construction to be completed in line with a CEMP, to include relevant mitigation measures (e.g. prevention of discharges from concrete works areas). No further mitigation measures proposed.</p> <p>Hydrogeology – Operation: No mitigation required.</p>	<p>Hydrogeology – Construction: Negative, slight and short-term</p> <p>Hydrogeology – Operation: Neutral, imperceptible and long-term.</p>
		<p>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.</p> <p>Air Quality – Operation: No significant cumulative effects are likely to occur to air quality from the operation of these developments.</p>	<p>Air Quality – Construction: Dust mitigation measures proposed in the Air Quality Chapter of the DART+ South West Project’s EIAR and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts.</p> <p>Air Quality – Operation: No mitigation required.</p>	<p>Air Quality – Construction: Short-term negative and not significant effects.</p> <p>Air Quality – Operation: None.</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>Climate – Construction: The cumulative generation of greenhouse gas emissions from the construction of both projects will be derived from embodied carbon, construction activities and waste generation.</p> <p>Climate – Operation: It is likely that the provision of public transport proposed by DART+ South 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.</p>	<p>Climate – Construction & Operation: No mitigation required at construction or operation phase.</p>	<p>Climate – Construction: Slight adverse and negative short-term effects.</p> <p>Climate – Operation: Cumulative impacts will be potentially positive or negative depending on the scale of modal shift to rail travel.</p>
		<p>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.</p> <p>Noise and Vibration – Operation: No significant cumulative effects are likely to occur to noise and vibration from the operation of these developments.</p>	<p>Noise and Vibration – Construction: Limit values and mitigation and monitoring measures set out in the Noise and Vibration Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented to control noise and vibration effects. These measures will avoid cumulative negative noise and vibration effects.</p> <p>Noise and Vibration – Operation: No mitigation required.</p>	<p>Noise and Vibration – Construction: Negative, slight to moderate, short-term</p> <p>Noise and Vibration – Operation: None</p>
		<p>Landscape and Visual – Construction: If the construction phases of both DART + South West</p>	<p>Landscape and Visual – Construction: Mitigation measures set out in the</p>	<p>Landscape and Visual – Construction: Due to the short-term nature of these</p>

Application Details	Project Description	Assessment of Cumulative Effect with proposed DART+ South West Project	Proposed Mitigation and or Monitoring Measures	Residual Cumulative Effect
		<p>and this project occurs simultaneously, adverse cumulative effects are predicted to arise. Phase Two of the Adamstown District Centre will be located adjacent and immediately north of the DART + South West proposed electrification at Adamstown Station. Cumulative effects would arise in the vicinity of Phase Two of the Adamstown District Centre.</p> <p>Landscape and Visual – Operation: Cumulative effects may arise due to the combination of the proposed telecommunications mast and the DART + South West project, in particular the electrification works.</p>	<p>Landscape & Visual Chapter of the DART+ South West Project’s EIAR and the CEMP will be implemented.</p> <p>Landscape and Visual – Operation: No mitigation required.</p>	<p>effects they are not considered to be significant.</p> <p>Landscape and Visual – Operation: These cumulative effects would be very limited in wintertime due to the screening afforded by existing vegetation.</p>
		<p>Human Health – Construction: Should the construction phase of these developments overlap, there is potential for nuisance and annoyance which will impact local community. Road and/ or rail users may also be impacted during the construction works, and along haulage routes.</p> <p>Human Health – Operation: No significant cumulative effects are likely to occur to human health from the operation of these developments</p>	<p>Human Health – Construction: The implementation of the mitigation measures proposed as part of the DART+ South West Project’s EIAR Human Health and other chapters will reduce the cumulative effects.</p> <p>Human Health – Operation: No mitigation required.</p>	<p>Human Health – Construction: Negative, slight, short-term.</p> <p>Human Health - Operation: None</p>

26.4.4 Tier 4 Cumulative Assessment

The Tier 4 cumulative assessment is presented in Table 26.8 below and provides a cumulative assessment of the proposed DART+ South West Project with the other DART+ projects included in the DART+ Programme.

The cumulative assessment of the proposed DART+ South West Project with future National Transport Authority (NTA) / Transport Infrastructure Ireland (TII) projects is provided separately in Table 26.9.

Table 26.8: Tier 4 Cumulative Assessment of DART+ South West with Other DART+ Programme Projects

Project Details	Project Description	Cumulative Impact with proposed Project
<p>Project Name: DART+ Coastal North</p> <p>Applicant: CIÉ</p> <p>Planning Application Reference: None</p> <p>Location: City Centre to Drogheda inclusive of Howth Branch</p> <p>Planning Status: At pre-planning /Emerging Preferred Option stage</p>	<p>DART+ Coastal North 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.</p> <p>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.</p> <p>The key infrastructural elements of the DART+ Coastal North Project includes:</p> <ul style="list-style-type: none"> • Extension of existing 1,500V 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. 	<p>At the time of writing, the DART+ Coastal North Project identified its emerging preferred option in 2022 which was presented for public consultation in February 2022. The non-statutory public consultation concluded on the 8th of April 2022. A full appraisal of the feedback is under review by the design team and a public consultation report will be prepared to document this process and it will be included in an Emerging Preferred Option Public Consultation No.1 Findings Report (to be presented at Public Consultation No. 2 later in 2022).</p> <p>There is no spatial overlap of the DART+ South West Project with the DART+ Coastal North Project.</p> <p>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.</p> <p>Long-term positive cumulative effects are likely during the operation stage as both projects will support the development and improvement of sustainable transport.</p> <p>The DART+ Coastal North project is required to assess environmental impacts in accordance with the EIA Directive including the assessment of cumulative effects with DART+ South West which will be undertaken as part of that EIAR.</p>
<p>Project Name: DART+ Coastal South</p> <p>Applicant: CIÉ</p> <p>Planning Application</p>	<p>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.</p>	<p>At the time of writing, there is limited information available on this project in the public domain. The DART+ Coastal South is currently at an early stage in the project timeline with the development of options currently being undertaken.</p> <p>It is likely that DART+ Coastal South Project will commence south of the River Liffey, however specific project details are</p>

Project Details	Project Description	Cumulative Impact with proposed Project
<p>Reference: None</p> <p>Location: City Centre to Greystones</p> <p>Planning Status: At pre-planning/ options development stage.</p>	<p>The DART+ Coastal South is currently at an early stage in the project timeline with the development of options currently being undertaken. Limited project details are available.</p>	<p>currently unknown. There is no spatial overlap of the DART+ South West Project with the DART+ Coastal South Project. 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.</p> <p>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.</p> <p>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+ South West which will be undertaken as part of that EIAR.</p>

Table 26.9: Tier 4 Cumulative Assessment of DART+ South West with Other Projects not in the Planning System

Project Details	Project Description	Cumulative Impact with proposed Project
<p>Project Name: BusConnects Programme: Clondalkin to Drimnagh Core Bus Corridor Scheme No. 8</p> <p>Applicant: NTA</p> <p>Planning Application Reference: None</p> <p>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.</p>	<p>BusConnects is a key part of the Government’s policies to improve public transport and address climate change in Dublin and other cities. Dublin is growing and needs a bus network that works for a developing city. The aim of BusConnects is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects is a key component within a number of Government and regional policies which include the National Development Plan 2021-2030, Climate Action Plan 2023, the National Planning Framework 2040 and the Greater Dublin Area Transport Strategy 2016-2035.</p> <p>BusConnects Dublin is designed to provide a better, more reliable and more efficient bus service for everyone.</p> <p>A total of 12 schemes will be delivered under the BusConnects Dublin - Core Bus Corridors Infrastructure Works (hereinafter called the CBC Infrastructure Works). The CBC Infrastructure Works is one of the initiatives within the NTA’s overall BusConnects programme.</p> <p>There are 3 BusConnects schemes which have an interface with the DART+ South West Project as follows:</p> <ul style="list-style-type: none"> • Liffey Valley to City Centre Core Bus Corridor Scheme No. 7: The NTA submitted the Statutory Planning Application for the Liffey Valley to City Centre Core Bus Corridor Scheme to An Bord Pleanála in July 2022 and the cumulative impact assessment with the proposed DART+ South West Project is covered under Tier 3 – Refer to Section 26.4.3.2, Table 26.6. • Lucan to City Centre Core Bus Corridor Scheme No. 6: The NTA submitted the Statutory Planning Application for the Lucan to City Centre Core Bus Corridor Scheme to An Bord Pleanála in October 2022 and the cumulative impact assessment with the proposed DART+ South West Project is covered under Tier 3 – Refer to Section 26.4.3.2, Table 26.6. • Clondalkin to Drimnagh Core Bus Corridor Scheme No. 8 <p>At the time of writing, the Clondalkin to Drimnagh Core Bus Corridor schemes have not submitted the statutory planning applications and therefore there is no detailed information to inform this cumulative assessment.</p> <p>According to BusConnects Clondalkin to Drimnagh Core Bus Corridor Centre Core Bus Corridor No. 8 PC3 brochure published in November 2020, the</p>	<p>The BusConnects programme seeks to greatly improve bus services in Irish cities, including Dublin, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. The aim of BusConnects is to deliver an enhanced bus system that is better for the city, its people and the environment.</p> <p>The BusConnects scheme are anticipated to significantly enhance travel by public transport by providing bus priority as well as improved pedestrian and cycling infrastructure. Through the provision of increased bus priority infrastructure, the proposed BusConnects Schemes will improve both the overall journey times for buses along the route and their journey time reliability. In addition to the improvements to bus journey times and journey time reliability, the BusConnects Schemes will provide benefits for cyclists and pedestrians, as dedicated cycling infrastructure will be provided which will make cycling trips safer and more attractive.</p> <p>Where construction stage of both projects occurs within the same timeframe the potential exists for cumulative effects, particularly for traffic-related cumulative effects with knock-on effects for Air Quality, Climate, Noise & Vibration, Population and Human Health. Mitigation measures proposed for the DART+ South West Project will be implemented to mitigate potential cumulative impacts.</p> <p>The Core Bus Corridor schemes are seen to enable significant improvements in People Movement by sustainable modes along the direct Core Bus Corridor routes, particularly by bus and cycling, with reductions in car mode share due to the enhanced sustainable mode provision.</p> <p>Long-term positive cumulative effects are likely during the operation stage as both projects will support the</p>

Project Details	Project Description	Cumulative Impact with proposed Project
	<p>Clondalkin to Drimnagh Core Bus Corridor (CBC) commences on the New Nangor Road at the junction with Woodford Walk and is generally routed along the New Nangor Road, the Naas Road, Walkinstown Avenue, the Long Mile Road and on to the junction with Walkinstown Road, where it joins the Greenhills CBC. Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in each direction.</p>	<p>development and improvement of sustainable transport, with reductions in car mode share due to the enhanced sustainable mode provision. The CBC Infrastructure Works will provide connectivity and integration with other public transport services, such as the rail services leading to more people availing of public transport.</p>
<p>Project Name: Lucan Luas</p> <p>Applicant: NTA</p> <p>Planning Application Reference: None</p> <p>Planning Status: At pre-planning /Feasibility stage</p>	<p>Luas Lucan consists of an extension of approximately 14-17km to the existing red line between the west city centre and the wider Lucan area. Luas Lucan was initially proposed as part of the Greater Dublin Area Transport Strategy 2016 – 2035. It is included in the Draft Greater Dublin Area Transport Strategy 2022 – 2042, which addresses development within the counties of Dublin, Meath, Kildare and Wicklow.</p> <p>The Strategy includes the following measures:</p> <p>Measure LRT3 – Luas Lucan <i>“It is intended to develop a light rail line from Lucan to the City Centre, supplementing and complementing the planned bus system, to serve the overall public transport needs in this area”.</i></p> <p>The Draft Strategy further states <i>“the alignment and the locations to be served between Lucan and the City Centre have yet to be determined and will be subject to further assessment and analyses”.</i></p> <p>At the time of writing, there is limited information available on this project in the public domain. A feasibility study was carried out in August 2021 to assess the feasibility of a Luas line extension between the west city centre and the wider Lucan area (‘Luas Lucan’) in the context of the current and planned transport network in the area.</p>	<p>At the time of writing, there is limited information available in relation to Luas Lucan. It is anticipated that Luas Lucan would have the potential for increased connectivity and commuter flows with the DART+ South West Project, promoting the use of sustainable transport modes.</p> <p>The proposed DART+ South West Project will reduce carbon emissions and similarly, light rail will achieve low carbon emissions, which will assist in meeting Ireland’s commitments for decarbonisation.</p>
<p>Project Name: Celbridge to Hazelhatch Link Road Scheme</p> <p>Applicant: Kildare County Council</p> <p>Planning Application</p>	<p>Kildare County Council is developing the Celbridge to Hazelhatch Link Road Scheme. Kildare County Council successfully secured funding from the Department of Housing Planning and Local Government (DoHPLG) under the Urban Regeneration Development Fund (URDF).</p> <p>The Emerging Preferred Route Corridor is circa 2.1km in length. It commences at R403 Clane Road between the service station and the garden centre adjacent to Celbridge Abbey. The route travels south between the garden centre and the Abbeyfarm housing estate. It then crosses the River Liffey via new bridge structure, with a proposed junction at the Newtown Road. The route travels south east along the edge of Temple Manor housing estate, crosses Simonstown Manor</p>	<p>At the time of writing, the Celbridge to Hazelhatch Link Road identified its emerging preferred option in 2022 which was presented for public consultation in March 2022. The non-statutory public consultation concluded on the 6th of May 2022.</p> <p>Feedback and submissions received through this 2nd Non-Statutory Public Consultation are under review by the design team will be considered before a Preferred Route Corridor (‘Preferred Option’) is finalised.</p>

Project Details	Project Description	Cumulative Impact with proposed Project
<p>Reference: None</p> <p>Planning Status: At pre-planning /Emerging Preferred Option stage</p>	<p>Drive, with a proposed junction here also, before connecting to R405 Hazelhatch Road via another junction. It then continuous as an upgrade to the existing road, along R405 Hazelhatch Road to the roundabout at Hazelhatch train station.</p>	<p>The route of the Celbridge to Hazelhatch Link Road ties into the existing road near the Hazelhatch & Celbridge train station.</p> <p>The proposed DART+ South West Project will increase the frequency and capacity of rail services promoting the use of sustainable transport modes in the Celbridge area. The new Celbridge to Hazelhatch Link Road will benefit all road users and will deliver improved connectivity to the Hazelhatch & Celbridge train station, resulting in shorter, safer and more sustainable journeys to the station.</p> <p>Long-term positive cumulative effects are likely during the operation stage as both projects will support the development and improvement of sustainable transport.</p>
<p>Grand Canal Greenway</p>	<p>Grand Canal Greenway was initially proposed as part of the Greater Dublin Area Cycle Network Plan published in December 2013. It is included in the Draft 2021 Dublin Area Cycle Network Plan, which supports the Draft Greater Dublin Area Transport Strategy 2022 – 2042.</p> <p>The Grand Canal Greenway starts at Lucan Bridge near Adamstown and connects Dublin westwards through the midlands for 124km with the River Shannon.</p>	<p>The DART+ South West Project is aware of discussions regarding a Grand Canal Greenway. There is no information available at the time of writing.</p>
<p>Camac Greenway</p>	<p>Camac Greenway was initially proposed as part of the Greater Dublin Area Cycle Network Plan published in December 2013. It is included in the Draft 2021 Dublin Area Cycle Network Plan, which supports the Draft Greater Dublin Area Transport Strategy 2022 – 2042.</p>	<p>The DART+ South West Project is aware of discussions regarding a Camac Greenway. There is no information available at the time of writing.</p>
<p>Project Name: Camac Flood Alleviation Study</p> <p>Applicant: Dublin City Council/Office of Public Works</p> <p>Planning Application</p>	<p>Dublin City Council and South Dublin County Council in partnership with The Office of Public Works (OPW), have commissioned the River Camac Flood Alleviation Scheme to address flooding within the catchment of the Camac River. The Overriding Purpose of the project is to enhance the flood defences of the River Camac to the standards of the EU Directive on the Assessment and Management of Flood Risk (Floods Directive 2007/60/EC) transposed into Irish Law as SI 122 of 2010. The project is currently at Stage 1 – Scheme development and preliminary design. To date the project team have carried out environmental surveys (site surveys for bats, birds, mammals, habitat and invasive species and</p>	<p>The River Camac, one of the main tributaries of the River Liffey is culverted along the extents of the DART+ South West study area and crosses beneath the Heuston Station.</p> <p>The most significant source of fluvial flooding based on the ECFRAM Studies at the area is from River Camac in the vicinity of Heuston Station, which locates the site in Flood Zone B, given that the site boundaries are within the 1 in 1,000-year flood event extent.</p>

Project Details	Project Description	Cumulative Impact with proposed Project
<p>Reference: None</p> <p>Planning Status: At pre-planning</p>	<p>wintering birds), Aquatic surveys within the catchment (including White-clawed Crayfish, fish and macroinvertebrates), Hydromorphology Assessment (Assessment of the baseline physical character of the river and identification of pressures and impacts that relate to flooding), Topographical and Bathymetric Surveys, CCTV and Culvert Surveys.</p> <p>A series of public consultation events were held in June 2022 in which the draft flood extents and further details of some potential measures that have been identified to date to alleviate flooding across the catchment were presented. Feedback and submissions received are under review by the design team will be considered at the next stage of the project, which is the selection of the preferred option.</p>	<p>As part of the DART+ South West Project, a Flood Risk Assessment was carried out (provided under separate cover). 1D/2D combined hydraulic models were built to assess the existing and proposed flood risk to the railway and proposed Heuston West station in Zone C at Heuston Station.</p> <p>There is predicted flooding to the Heuston Station Terminal Building from the River Camac, however any mitigation measures for that scenario are outside the scope of the DART+ South West FRA. Given the complex nature of flood mechanisms, specific flood alleviation options will be assessed under the Camac FAS in coordination with the relevant local authority and the OPW.</p>
<p>Project Name: Hazelhatch Flood Relief Scheme</p> <p>Applicant: Kildare Council/Office of Public Works</p> <p>Planning Application Reference: None</p> <p>Planning Status: At pre-planning</p>	<p>There is a significant history of flooding in the local area of Hazelhatch. The OPW completed flood relief works on the Shinkeen Stream in 2001. The works were carried out under the Arterial Drainage Acts 1945 & 1995. There is a statutory requirement to maintain the drainage works forming part of the Scheme. Ongoing maintenance activities are of a cyclic nature which are to maintain the channel at a certain outfall datum and conveyance capacity by means of repetitive works. An annual programme of maintenance is compiled to maintain the drainage works which are prioritised based on the rate of deterioration and the risk arising.</p> <p>The National Catchment Flood Risk Assessment and Management (CFRAM) Programme was developed to meet the requirements of the EU Floods Directive (2007/60/EC), as well as to deliver on core components of the 2004 National Flood Policy. In June 2011, the Office of Public Works (OPW), as the lead agency for flood risk management in Ireland, appointed RPS to carry out the Eastern CFRAM Study. CFRAM flood maps were published in 2016.</p> <p>Kildare County Council commissioned RPS to undertake an updated study was undertaken for the Hazelhatch and Shinkeen Streams. The study was a recommendation from the Eastern CFRAM Study due to their being high uncertainty and low confidence in the outputs of the original Eastern CFRAM study. The Strategic Flood Risk Assessment for the Hazelhatch area (Hazelhatch Further Study) was undertaken with technical support provided by the OPW. The Hazelhatch Further Study Fluvial Flood Risk was completed in 2020. The updated study included the identification of flood risk management options based on the</p>	<p>The DART+ South West project is aware of historical flooding and possible future progression of a flood relief scheme by Kildare County Council and the OPW for the Hazelhatch area. This OPW scheme could reduce flooding to the railway station and its infrastructure as well as to the wider surrounding area.</p>



Project Details	Project Description	Cumulative Impact with proposed Project
	<p>updated fluvial flood extents. The option identified in the updated study is subject to future progression by Kildare County Council and OPW. At the time of writing the status of the project is unknown.</p>	

26.5 Mitigation and Monitoring Measures

The proposed mitigation and monitoring measures are documented in the assessment presented in Table 26.7 for the Tier 3 projects 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 projects, it must be noted that these projects are at pre-planning stage/at preliminary design (i.e. not in the planning system or granted) and there is limited information available that can be used to inform the likely significant effects for this CEA. There is no published EIAR available to consider as part of the CEA. Any mitigation will need to be agreed in collaboration with the other relevant delivery agents and/ or contractors, if and when these projects are approved and proceed to construction and operation stage, as appropriate.

To manage the potential cumulative impacts associated with the proposed DART+ South West and the Tier 4 NTA / TII projects as outlined in Table 26.9, a communication channel will be developed and maintained between CIÉ and the NTA /TII 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+ South West Project and the Tier 4 'other' projects including those 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 26.7 for the Tier 3 projects and in Table 26.8 and Table 26.9 for the Tier 4 'other' projects.

26.7 References

ABP (2022) An Bord Pleanála planning website. Available online at: <https://www.pleanala.ie/en-ie/home>. [Accessed February & July 2022, January 2023]

DHLGH (2022a) My Plan – National Planning Application Database. Available online at: <https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=9cf2a09799d74d8e9316a3d3a4d3a8de>. [Accessed February & July 2022, January 2023]

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