

East Meath - North Dublin Grid Upgrade Environmental Impact Assessment Report (EIAR): Volume 3

Appendix A20.1 Cumulative Impact Assessment Tables

EirGrid

March 2024



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Appendix A20.1 – Cumulative Impact Assessment Tables

Table 1: Long List of Other Developments (Stage 1 and Stage 2)

'Other Development' Details						Stage 1		Stage 2		
Application Reference	Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development (at Nearest Point to the Planning Application Boundary)	Status	Tier	Within Zone of Influence?	Progress to Stage 2?	Overlap in Temporal Scope?	Scale and Nature ^(NOTE 1) of Development Likely to Have a Significant Effect?	Progress to Stage 3/4?
N/A Exempted Development	N/A Exempted Development	EirGrid CP0984 Belcamp - Shellybanks 220 kilovolt (kV) New Cable	Overlaps with the Proposed Development Planning Application Boundary at Belcamp Substation	Under construction. Due to be energised in Q3 2024	1	Yes	Yes	Construction of CP0984 will be completed before the Construction Phase for the Proposed Development is due to commence. There is no potential for Construction Phases to overlap, but Operational Phases will coincide.	Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Development.	No
N/A Exempted Development	N/A Exempted Development	EirGrid CP0869 Maynooth - Woodland 220kV Line Uprate	Overlaps with the Proposed Development Planning Application Boundary at Woodland Substation	Construction commenced in 2021 and is due to be completed by 2024. CP0869 is due to be energised by Q4 2024.	1	Yes	Yes	Construction commenced in 2021 and is due to be completed by 2024. CP0869 is due to be energised by Q4 2024. Therefore, it is not likely that Construction Phases will overlap, but Operational Phases will coincide.	Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Development.	No
N/A Exempted Development	N/A Exempted Development	EirGrid CP1110 Woodland Station 400kV – 220kV Protection Upgrade, comprising the replacement of Protection Relays on 400kV / 220kV T4201 and T4202 Traffo's bays and the 400kV and 220kV Coupler bays.	Overlaps with the Proposed Development Planning Application Boundary at Woodland Substation	Construction underway	1	Yes	Yes	Construction is currently underway and there is therefore no potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Development.	No
PCI0001	An Bord Pleanála (ABP)	EirGrid CP0466 North South Interconnector This project involves a second, higher-capacity interconnector being added, to connect the electricity grids of Ireland and Northern Ireland. It will connect to the network in Northern Ireland in Co Tyrone, cross the border between Armagh and Monaghan, and then join the network in Ireland at an existing substation in County Meath.	Overlaps with the Proposed Development Planning Application Boundary at Woodland Substation	Permitted. Construction is due to commence in Q1 2025 and be completed by 2027.	1	Yes	Yes	Construction is due to commence in Q1 2025 and be completed by 2027. There is therefore the potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
2360296	Meath County Council (MCC)	EirGrid CP1235 Louth - Woodland 220 kV Uprate.	Overlaps with the Proposed Development Planning Application Boundary at Woodland Substation	Permitted. Construction due to commence in Q1 2025, and be complete by Q4 2029. Due to be energised in 2029.	1	Yes	Yes	Construction due to commence in Q1 2025, and be complete by Q4 2029. There is therefore the potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this project (i.e., uprating an existing overhead line), there is no potential for cumulative impacts to occur.	No
316372	ABP	EirGrid CP0966 Kildare Meath Grid Upgrade Development of a 400 kV underground cable between Dunstown 400 kV substation in the townland of Dunstown, Co. Kildare and Woodland 400 kV substation in the townland of Woodland, Co. Meath.	Overlaps with the Proposed Development Planning Application Boundary at Woodland Substation and along the 'Woodland Corridor' between Woodland	Submitted to ABP. Currently upgrading planning application to an EIAR - level. Due for re-submission in Q1 2024. Construction Phase of CP0966	1	Yes	Yes	Construction Phase of CP0966 is estimated to commence in Q2 2026 and be completed by Q3 2028. There is therefore the potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes

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			Substation and the R156 Regional Road (see Figure 20.2 in Volume 4 of the EIAR)	is estimated to commence in Q2 2026 and be completed by Q3 2028.						
N/A Future Planned Project as part of the Transmission Development Plan (TDP) 2023 - 2032	N/A	EirGrid CP1100 Finglas – North Wall 220kV Cable Replacement. This project will involve replacing existing fluid filled 220kV underground cables with higher capacity and up-to-date underground cable technology.	2.9km from Planning Application Boundary for the proposed cable route	Future Planned Project as part of TDP 2023 - 2032	2	No	No	N/A	N/A	N/A
N/A Future Planned Project as part of the TDP 2023 - 2032	N/A	EirGrid CP1146 Carrickmines - Poolbeg 220 kV Cable Replacement. This project will involve replacing existing fluid filled 220kV underground cables with higher capacity and up-to-date underground cable technology.	7.8km from Planning Application Boundary at Belcamp Substation	Future Planned Project as part of TDP 2023 - 2032	2	No	No	N/A	N/A	N/A
N/A Future Planned Project as part of the TDP 2023 - 2032	N/A	EirGrid CP1150 Inchicore – Poolbeg No. 2 220 kV Cable Replacement. This project will involve replacing existing fluid filled 220kV underground cables with higher capacity and up-to-date underground cable technology.	7.8km from Planning Application Boundary at Belcamp Substation	Future Planned Project as part of TDP 2023 - 2032	2	No	No	N/A	N/A	N/A
N/A Future Planned Project as part of the TDP 2023 - 2032	N/A	EirGrid CP1157 Inchicore – Poolbeg No.1 220 kV Cable Replacement. This project will involve replacing existing fluid filled 220kV underground cables with higher capacity and up-to-date underground cable technology.	7.8km from Planning Application Boundary at Belcamp Substation	Future Planned Project as part of TDP 2023 - 2032	2	No	No	N/A	N/A	N/A
N/A Future Planned Project as part of the TDP 2023 - 2032	N/A	EirGrid CP1216 Poolbeg – North Wall 220 kV Cable Replacement. This project will involve replacing existing fluid filled 220kV underground cables with higher capacity and up-to-date underground cable technology.	6.8km from Planning Application Boundary at Belcamp Substation	Future Planned Project as part of TDP 2023 - 2032	2	No	No	N/A	N/A	N/A
N/A Future Planned Project as part of the TDP 2023 - 2032	N/A	EirGrid CP1190 Poolbeg 220kV Station Replacement. This project will involve replacing the existing Poolbeg 220 kV station.	7.8km from Planning Application Boundary at Belcamp Substation	Future Planned Project as part of TDP 2023 - 2032	2	No	No	N/A	N/A	N/A
N/A Future Planned Project as part of the TDP 2023 - 2032	N/A	EirGrid CP1214 North County Dublin Bulk Supply Point. Bulk Supply Points are interface points between the Transmission System and Distribution System.	Exact location and detail unknown at this early development stage of the other project	Future Planned Project as part of TDP 2023 - 2032	2	Unknown. Other project at early development stage and there is therefore insufficient	No	N/A	N/A	N/A

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Application Reference	Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development (at Nearest Point to the Planning Application Boundary)	Status	Tier	Within Zone of Influence?	Progress to Stage 2?	Overlap in Temporal Scope?	Scale and Nature ^(NOTE 1) of Development Likely to Have a Significant Effect?	Progress to Stage 3/4?
						information to assess				
N/A Future Planned Project as part of the TDP 2023 - 2032	N/A	EirGrid CP1218 West County Dublin Bulk Supply Point. Bulk Supply Points are interface points between the Transmission System and Distribution System.	Exact location and detail unknown at this early development stage of the other project	Future Planned Project as part of TDP 2023 - 2032	2	Unknown. Other project at early development stage and there is therefore insufficient information to assess	No	N/A	N/A	N/A
N/A Future Planned Project as part of the TDP 2023 - 2032	N/A	EirGrid CP1273 Dublin Central Bulk Supply Point. Bulk Supply Points are interface points between the Transmission System and Distribution System.	Exact location and detail unknown at this early development stage of the other project	Future Planned Project as part of TDP 2023 - 2032	2	Unknown. Other project at early development stage and there is therefore insufficient information to assess	No	N/A	N/A	N/A
N/A Future Planned Project as part of the TDP 2023 - 2032	N/A	EirGrid CP1251 North Wall Station Refurbishment. This project will involve extending the life of the existing North Wall 220kV station.	6.8km from Planning Application Boundary at Belcamp Substation	Future Planned Project as part of TDP 2023 - 2032	2	No	No	N/A	N/A	N/A
N/A Future Planned Project as part of the TDP 2023 - 2032	N/A	EirGrid CP1241 Belcamp Bulk Supply Transfer.	Will overlap with the Proposed Development Planning Application Boundary at Belcamp Substation	Future Planned Project as part of TDP 2023 - 2032	2	Yes	Yes	Construction timeline unknown but scheduled for energisation in Q2 2025. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is no potential for the Construction and Operational Phase to result in cumulative impacts with the Proposed Development.	No
312131	ABP	Uisce Éireann Greater Dublin Drainage Project. This project consists of a new wastewater treatment plant in Clonshagh and co-located sludge hub centre, an orbital sewer, outfall pipeline and regional biosolids storage facility.	Proposed orbital sewer will overlap with the Planning Application Boundary for the proposed cable route on approach to Belcamp Substation	Lodged 20 June 2018 under 301908, and reactivated on 7 December 2021 – no determination as of yet	1	Yes	Yes	Construction is estimated to commence in Q4 2025 and be completed by Q4 2028, with commissioning to take place through to Q4 2029. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
314724	ABP	Transport Infrastructure Ireland. MetroLink from Swords (Estuary) to Charlemont via Dublin City Centre	Overlaps with the Planning Application Boundary for the proposed cable route	Lodged 30 September 2022 – no determination as of yet	1	Yes	Yes	Proposed to deliver MetroLink by 2035 (subject to planning approval), with a 9.25 year construction programme indicated. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
314232	ABP	Transport Infrastructure Ireland. Dart+ West – electrification and re-signaling of Maynooth and M3 Parkway Line, capacity enhancements at Connolly station, new Spencer Dock station, level crossing closures, new Dart depot west of Maynooth etc.	Directly adjacent to the Planning Application Boundary for the proposed cable route	Lodged 29 July 2022 – no determination as of yet	1	Yes	Yes	Originally proposed to commence construction in the second half of 2023 (subject to planning approval) but planning has not been granted as of February 2024. A 47 month construction programme indicated and there is therefore potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes

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313892	ABP	National Transport Authority (NTA) BusConnects – Blanchardstown to City Centre Core Bus Corridor Scheme	3.8km from the Planning Application Boundary for the proposed cable route	Lodged 24 June 2022 – no determination as of yet	1	No	No	N/A	N/A	N/A
314610	ABP	NTA BusConnects – Ballymun / Finglas to City Centre Core Bus Corridor Scheme	3.4km from the Planning Application Boundary for the proposed cable route	Lodged 9 September 2022 – no determination as of yet	1	No	No	N/A	N/A	N/A
313182	ABP	NTA BusConnects – Clongriffin to City Centre Core Bus Corridor Scheme	1.5km from Planning Application Boundary at Belcamp Substation	Granted	1	No	No	N/A	N/A	N/A
317121	ABP	NTA BusConnects – Swords to City Centre Core Bus Corridor Scheme	Overlaps with the Planning Application Boundary proposed cable route along the R132 Regional Road	Lodged 12 May 2023 – no determination as of yet	1	Yes	Yes	Proposed to deliver the BusConnects schemes over the period 2023 to 2028 (subject to planning approval), with a 36 month construction programme indicated. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
312060 / F21A/0401	ABP / FCC	Gannon Properties Construction of 78 residential units comprising 58 houses, 20 apartment/duplex/triplex units and associated works at Belcamp Hall, Malahide Road, Dublin 17	1km from Planning Application Boundary at Belcamp Substation	Granted	1	Yes	Yes	Timeline for other development unknown. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
314169 / F22A/0136	ABP / FCC	Gerard Gannon Properties Construction of 40 residential units in one block, including a childcare facility and café at Belcamp Hall, Malahide Road, Dublin 17	695m from Planning Application Boundary at Belcamp Substation	Granted	1	Yes	Yes	Timeline for other development unknown. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
303687	ABP	Amazon Data Services Ireland Ltd. Provision of a double circuit 110kV underground transmission line between the Belcamp 220kV and 110kV substation and the Darndale 110kV substation covering a distance of approximately two kilometres.	Overlaps with the Proposed Development at Belcamp Substation	Granted	1	Yes	Yes	Timeline for other development unknown. Construction works, testing and reinstatement will take approximately 19 weeks. Limited potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is no potential for the Construction and Operational Phase to result in cumulative impacts with the Proposed Development.	No
308130	ABP	Enginenode Limited 220kV substation with 2 underground transmission cables between Pace and Bracetown	3m from the Planning Application Boundary for the proposed cable route	Granted	1	Yes	Yes	Timeline for other development unknown. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
309833 / FW21A/0003	ABP / FCC	Montague Ventures Limited Residential development on site of c. 1.7 hectares consisting of construction of 52 no. residential units, refurbishment of existing former barracks building on site, carparking spaces, bicycle parking spaces and all associated site works.	237m from the Planning Application Boundary for the proposed cable route	Granted	1	Yes	Yes	Timeline for other development unknown. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes

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312271	ABP	Glenveagh Homes Limited Demolition of an existing shed, construction of 548 no. residential units (401 no. houses, 147 no. apartments), 2 no. creches and associated site works.	184m from the Planning Application Boundary for the proposed cable route	Granted	1	Yes	Yes	Timeline for other development unknown. Construction is estimated to take approximately 36 months. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
312848 / F21A/0488	ABP / FCC	Gerard Gannon Properties Construction of 77 residential units across 2 no. apartment blocks at Belcamp Hall, Malahide Road, Dublin 17	961m from Planning Application Boundary at Belcamp Substation	Granted	1	Yes	Yes	Timeline for other development unknown. Construction estimated to take 24 months. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
314894	ABP	Kilshane Energy Ltd. Proposed development of a 220kV Gas Insulated Switchgear (GIS) substation on lands at Kilshane Road, and an underground 220kV transmission line connection to the existing Cruiserath 220kV substation.	557m from the Planning Application Boundary for the proposed cable route	Granted	1	Yes	Yes	Timeline for other development unknown. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
F21A/0147 / F23A/0006	Fingal County Council (FCC)	Genvest ULC. 2 no single storey light industrial buildings (total floor area of 3,333 sq.m) accommodating 3 units including ancillary office space at site west of Stockhole Lane/Clonshaugh Road, Clonshaugh, Co. Dublin.	121m from the Planning Application Boundary for the proposed cable route	Granted	1	Yes	Yes	Timeline for other development unknown. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
F20A/0550	FCC	DAA PLC Full planning permission to extend the North Apron in the Airfield at Dublin Airport, Co Dublin to facilitate the provision of twelve aircraft stands and a ground servicing equipment area on a site of 19.2ha.	448m from the Planning Application Boundary for the proposed cable route	Granted	1	Yes	Yes	Timeline for other development unknown. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
F21A/0681 / 3041/22	FCC / DCC	Mayne Stability Limited Development of access to the Synchronous Compensator Development (Grid Stabilisation Facility) on the site of a c 0.94 ha. at lands south of Belcamp 220KV substation, Belcamp Dublin 17 .	4m from the Planning Application Boundary at Belcamp Substation	Granted	1	Yes	Yes	Timeline for other development unknown. Construction Phase is estimated to take approximately 12 months. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
FW22A/0167	FCC	IPUT plc Provision of c. 72,753sq.m of logistics and associated office uses across 5 no. buildings on lands comprising c. 26.8ha to the north of the Cherryhound, Tyrrelstown M2/M3 Link Road and south of the R121, Cherryhound, Sprickelstown and Killamonan, The Ward, Dublin.	Approximately 500m from the Planning Application Boundary for the proposed cable route	Granted	1	Yes	Yes	Timeline for other development unknown. But construction will take place on a phased basis. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
FW19A/0177	FCC	ESB Engineering & Major Projects Proposed underground cable route originating from the existing Macetown ESB station (on Damastown Avenue in the townland of Macetown Middle) , running in an easterly direction along Damastown Avenue and the	1km from the Planning Application Boundary for the proposed cable route	Granted	1	Yes	Yes	Timeline for other development unknown. Construction works, testing and reinstatement will take approximately 19 weeks. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes

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		R121 (in the townlands of Macetown Middle, Macetown South, Tyrrelstown, Cruiserath and Buzzardstown), to a permitted medium voltage (MV) substation located within a permitted data storage facility in the townlands of Cruiserath and Tyrrelstown								
F18A/0306	FCC	Clarke Family Partnership Permission for the construction of 36 residential units consisting of 30 two storey houses (23 three bedroom type, 7 four bedroom type) and 6 number two bedroom apartments in a three storey block, with ancillary open spaces, boundary treatment and site works at Fosterstown North.	1km from the Planning Application Boundary for the proposed cable route	Granted	1	Yes	Yes	Timeline for other development unknown. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
FW22A/0156	FCC	Earlstand Corporation Unlimited Company Construction of 6 no. warehouses/logistics units including ancillary office/administration use and entrance/reception areas over two levels (Units 1-6) with a combined total floor gross area (GFA) of 50,934 sq.m at Mooretown and Northwest Logistics Park, Ballycoolin, Dublin 15	1km from the Planning Application Boundary for the proposed cable route	Granted	1	Yes	Yes	Timeline for other development unknown. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
FW21A/0042	FCC	Glenveagh Homes Ltd The proposed development will consist of 69 no. houses comprising 52 no. 2-storey houses and 17 no. 3-storey houses (13 no. 2-bed units, 39 no. 3-bed units, 17 no. 4-bed units), private open spaces, carports and all associated roads, services, visitor parking.	756m from the Planning Application Boundary for the proposed cable route	Granted	1	Yes	Yes	Timeline for other development unknown. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
F22A/0682	FCC	Fingleton White The development will consist of alterations to the Dublin Port to Dublin Airport fuel pipeline previously approved under Reg. Ref. F15A/0141. The proposed alterations, in the Athletic Union League/FAI sports grounds, M1 and Dublin Airport, are located within the townlands of Toberbunny and Stockhole, Co. Dublin. Permission is sought to amend the route of the pipeline as follows: It is now proposed to reroute the approved pipeline from Clonshaugh Road North along the southern boundary of Athletic Union League/FAI sports grounds, under the M1 Motorway, into Dublin Airport lands.	Overlaps with the Planning Application Boundary for the proposed cable route	Granted	1	Yes	Yes	Timeline for other development unknown. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
F23A/0040	FCC	EirGrid CP1213 Belcamp 220kV Extension ^{NOTE 2} The development will consist of the provision of new electricity transmission infrastructure at the existing ESB Belcamp 220 kV substation	Overlaps with the Planning Application Boundary at Belcamp Substation	Granted	1	Yes	Yes	Timeline for other development unknown. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes

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F22A/0687	FCC	Clondev Properties Limited The development will consist of 1. Demolition of existing residential dwelling Hollytree House (c. 449.2 sqm). 2. Construction of 85 no. residential apartments (35 no. 1-bed, 37 no. 2-bed units and 13 no. 3 bed units) within a 5 - 8 no. storey (over undercroft) building, with all apartments served by private terrace or balcony.	1km from the Planning Application Boundary for the proposed cable route	Granted	1	Yes	Yes	Timeline for other development unknown. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
3803/20	Dublin City Council (DCC)	Mullins Developments LLC. 2 no. 2 storey data centre buildings (each 16,576 sqm) at Clonshaugh Business & Technology Park, Dublin 17	739m from the Planning Application Boundary at Belcamp Substation	Granted	1	Yes	Yes	Works have commenced (amended by 3875/21). Not likely for Construction Phases to overlap, but Operational Phases will coincide.	Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Development.	No
4367/19	DCC	The Electricity Supply Board (ESB) 200m long medium/low voltage (MV/LV) underground cable (UGC), to be installed in underground cable ducting in a c. 1m wide trench of depth c. 1m within an area of c.200sq.m., connecting the existing ESB network within the former Diamond Innovations site to the existing ESB Darndale substation.	1km from the Planning Application Boundary at Belcamp Substation	Granted	1	Yes	Yes	Timeline for other development unknown. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
2360290	MCC	Marina Quarter Ltd. Large-Scale Residential Development consisting of 267 no. residential units comprising 145 no. dwelling houses and 122 no. apartments/duplexes providing a mix of 1, 2, 3 and 4-bed units at Bennetstown (townland) to the south of the M3 Parkway park and ride and rail station, and also extending into Pace & Dunboyne (townlands), Dunboyne North, Co. Meath	315m from the Planning Application Boundary for the proposed cable route	Lodged with MCC on 21 September 2023. Request for Further Information by MCC on 15 November 2023 – no decision as of yet	1	Yes	Yes	Timeline unknown but construction is estimated to take 3 years. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
22837 / 23136	MCC	GDA Energy 4 Ltd Proposed development constitutes a new battery energy storage facility & synchronous condenser, with associated change of use on lands currently in agricultural use. The proposed development will comprise of rechargeable battery units with grid forming inverters contained within 253 no. 40 foot containers on site at Woodland, County Meath.	160m from the Planning Application Boundary at Woodland Substation	Granted	1	Yes	Yes	Timeline unknown but construction is estimated to take 10 years. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
RA170873 / 23787	MCC	South Meath Solar Farm Limited Solar farm including photovoltaic panels on ground mounted frames, inverter stations, 1 No. 110KV 4 Bay Electrical Substation at a site in the townlands of Vesingstown, Polleban and Harlockstown, Dunboyne, County Meath.	660m from the Planning Application Boundary for the proposed cable route	Granted	1	Yes	Yes	Timeline for other development unknown. Potential for Construction Phases to overlap. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is potential for cumulative impacts if Construction Phases were to overlap which are required to be further assessed.	Yes
221550	MCC	EirGrid PLC	Overlaps with the Planning Application	Permitted.	1	Yes	Yes	CP1194 is due to commence construction in Q2 2025 and be complete by Q4 2028. There	Considering the nature, scale and location of this development, there is potential for cumulative impacts if	Yes

'Other Development' Details						Stage 1		Stage 2		
Application Reference	Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development (at Nearest Point to the Planning Application Boundary)	Status	Tier	Within Zone of Influence?	Progress to Stage 2?	Overlap in Temporal Scope?	Scale and Nature ^(NOTE 1) of Development Likely to Have a Significant Effect?	Progress to Stage 3/4?
		CP1194 Woodland Station 400kV Station Redevelopment. The development will consist of 1. Installation of outdoor Air Insulated Switchgear (AIS) electrical apparatus, including an associated extension to the hardstand compound (approximately 4 hectares) to facilitate same.	Boundary at Woodland Substation	Due to commence construction in Q2 2025 and be complete by Q4 2028.				is therefore the potential for Construction Phases to overlap. Operational Phases will coincide.	Construction Phases were to overlap which are required to be further assessed.	
N/A	N/A	Uisce Éireann Trunk Water Mains Replacement – construction of a new trunk watermain to serve parts of Dublin North City and North County Dublin.	Within the Planning Application Boundary for the proposed cable route along Kilreesk Road (north-west of Dublin Airport)	Works in progress	1	Yes	Yes	Project in progress. Construction Phases not likely to overlap as this project is nearing completion. Operational Phases will coincide.	Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Development.	No
N/A	N/A	Transport Infrastructure Ireland (TII) N2 Rath Roundabout to Kilmoon Cross (Transportation Corridor). 6km scheme located to the north of Ashbourne. Project on hold due to funding constraints.	2.3km from the Planning Application Boundary for the proposed cable route	Design and Evaluation Stage. Listed under the Major Roads and Greenways Projects Active List	2	No	No	N/A	N/A	N/A
N/A	N/A	TII N2 Slane Bypass and Public Realm Enhancement Scheme. The proposed project is 3.4km in length and is envisaged to run east of Slane Village on the N2, addressing a significant substandard section of the existing route. The project will also encompass traffic management measures within Slane village, together with works on the N51 route	30km from the Planning Application Boundary for the proposed cable route	Design and Evaluation Stage. Listed under the Major Roads and Greenways Projects Active List	2	No	No	N/A	N/A	N/A
N/A	N/A	TII N3 M50 to Clonee (Transportation Corridor). This project may include online-improvements to both the mainline and junctions, and the development of bus lanes.	6km from the Planning Application Boundary for the proposed cable route	Design and Evaluation Stage. Listed under the Major Roads and Greenways Projects Active List	2	No	No	N/A	N/A	N/A
N/A	N/A	TII N3 Virginia Bypass. The proposed project is 16.5km in length and will extend from the end of the existing N3 dual carriageway at the Cavan/Meath border at Edenburt to Lisgreá in Cavan.	50km from the Planning Application Boundary for the proposed cable route	Options Selection Stage. Listed under the Major Roads and Greenways Projects Active List	2	No	No	N/A	N/A	N/A
N/A	N/A	NTA Navan Rail Line Project. It is proposed to extend the rail system from the M3 Parkway terminus station (just west of Dunboyne) to	225m from the Planning Application Boundary for the proposed cable route	Options Selection Stage. Listed as a 'Medium-Term' project (2031 – 2036) under the	2	Yes	No	The Navan Rail Line Project is listed for delivery in the medium-term category under the Greater Dublin Area Transport Strategy 2022 – 2042. Projects under this category are likely to be delivered between 2031 and 2036.	Considering the nature, scale and location of this development, there is no potential for Operational Phase to result in cumulative impacts with the Proposed Development.	No

'Other Development' Details						Stage 1		Stage 2		
Application Reference	Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development (at Nearest Point to the Planning Application Boundary)	Status	Tier	Within Zone of Influence?	Progress to Stage 2?	Overlap in Temporal Scope?	Scale and Nature ^(NOTE 1) of Development Likely to Have a Significant Effect?	Progress to Stage 3/4?
		Navan town, serving Dunshaughlin and Kilmessan along its route.		Greater Dublin Area Transport Strategy 2022 – 2042				There is therefore no potential for the Construction Phases to overlap. The Operational Phases will coincide.		
N/A	N/A	NTA Leinster Orbital Route comprises an orbital road proposal extending from Drogheda to the Naas/Newbridge area with intermediate links to Navan and other towns.	Exact distance is not known at this stage as there is no defined route for this other project	Feasibility stage. Listed under the Greater Dublin Area Transport Strategy 2022 – 2042	2	No	No	N/A	N/A	N/A
N/A	N/A	NTA Emergency Diversion Routes (M50). Road link between the N3 and N4 national roads, which could provide critical infrastructure resilience in the event of incidents arising on the M50 between Junctions 6 and 7, in addition to providing potential orbital public transport corridor.	Exact distance is not known at this early development stage, as there is no defined route for this other project	Feasibility stage. Listed under the Greater Dublin Area Transport Strategy 2022 – 2042	2	No	No	N/A	N/A	N/A

NOTE 1: The scale refers to the size of the development, and the nature refers to the type of development and the works required to construct / operate that development

NOTE 2: In order to facilitate the connection, works will be required within the extension to the hardstand compound at Belcamp Substation permitted under Planning Reg. Ref. F23A/0040 . These works (Belcamp Substation Extension Modification) will be the subject of a separate application and comprise the following:

- The movement of northern boundary of the hardstanding area further to the north and reconfiguration of same (extending the hardstanding area).
- Modification to the internal access road (moving it further to the north)
- Reduction in the area intended for spreading of material from development site (to the north outside of the extended compound).

These known modifications have been accounted for in the cumulative impact assessment.

Table 2: Stage 4 Assessment

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
1	PCI0001 - ABP	EirGrid CP0466 North South Interconnector This project involves a second, higher-capacity interconnector being added, to connect the electricity grids of Ireland and Northern Ireland. It will connect to the network in Northern Ireland in Co Tyrone, cross the border between Armagh and Monaghan, and then join the network in Ireland at an existing substation in County Meath.	Overlaps with the Proposed Development at Woodland Substation	<p><u>Population:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as while both developments will share a portion of the same study area, there are no sensitive receptors located within this area.</p> <p><u>Human Health:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as while both developments will share a portion of the same study area, there are no sensitive receptors located within this area. During the Operational Phase, both projects have been designed to comply with ICIRIP Guidelines on Limiting Exposure to Electromagnetic Fields (EMF) and so there will be no cumulative EMF impacts. There is no potential for other cumulative impacts during the Operational Phases.</p> <p><u>Air Quality:</u> There is a Negligible to Medium risk of dust impacts as a result of the Proposed Development which is assessed as a Not Significant impact. Therefore, the potential impact of the two developments, in the event of Construction Phases overlapping is assessed as Negative, Not Significant and Short-Term. There is no potential for cumulative impacts during the Operational Phases.</p> <p><u>Noise and Vibration:</u> Although there is an overlap with CP0466 at Woodland Substation, there is unlikely to be cumulative noise and vibration impacts during the Construction Phases because there are no sensitive receptors in this area. There is no potential for a cumulative noise and vibration impact during the Operational Phase of both developments.</p> <p><u>Biodiversity:</u> In considering the nature of the works, there is no potential for significant cumulative impacts on biodiversity during the Construction Phase of both developments. The impact is assessed as Negative, Not Significant and Short-Term. There is no potential for a cumulative impact during the Operational Phases of both developments.</p> <p><u>Soils and Geology:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as there are no geological heritage sites or contaminated land sites along the proposed route.</p> <p><u>Hydrogeology:</u> Should work from both developments be carried out at the same time, there is the potential for Negative, Slight and Short-Term cumulative impacts on groundwater quality. No long-term significant changes to groundwater flows, levels and quality are predicted as part of the Proposed Development. Therefore, there is no potential for a cumulative impacts during the Operational Phase of both developments.</p>	<p><u>Population:</u> None required</p> <p><u>Human Health:</u> None required</p> <p><u>Air Quality:</u> Although there is no potential for significant cumulative impacts, the mitigation measures outlined in Chapter 7 (Air Quality) in Volume 2 of the EIAR and also outlined in the Construction Environmental Management Plan (CEMP) (included as a standalone document in the planning application pack) will ensure that dust and particulate matter emissions are minimised. No additional mitigation measures are required.</p> <p><u>Noise and Vibration:</u> None required</p> <p><u>Biodiversity:</u> None required</p> <p><u>Soils and Geology:</u> None required</p> <p><u>Hydrogeology:</u> The proposed mitigation measures outlined in Chapter 11 (Soils, Geology and Hydrogeology) in Volume 2 of the EIAR are deemed sufficient. No additional mitigation measures are required.</p>	<p><u>Population:</u> None</p> <p><u>Human Health:</u> None</p> <p><u>Air Quality:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p> <p><u>Noise and Vibration:</u> None</p> <p><u>Biodiversity:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p> <p><u>Soils and Geology:</u> None</p> <p><u>Hydrogeology:</u> Construction Phase: Negative, Imperceptible to Slight and Short-Term for groundwater quality. Operational Phase: None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Hydrology:</u> There is the potential for a Negative, Significant and Short-Term impact on the Dunboyne Stream_010 waterbody as both developments would cross this watercourse if Construction Phases were to overlap. Potential impacts would result from increases in sediment laden runoff, removal of bed material and changes to the bed and bank as a result of open cut trenching.</p> <p>There is no potential for a cumulative impact during the Operational Phases of both developments as the cables would not interact with surface water features.</p>	<p><u>Hydrology:</u> The mitigation measures outlined in Chapter 12 (Hydrology) in Volume 2 of the EIAR are sufficient to prevent sediment laden runoff entering the watercourse and to maintain flows through the crossings. No additional mitigation measures are required.</p>	<p><u>Hydrology:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in the spatial overlap between the two developments.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>
				<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap due to cumulative construction traffic on R125, R147, R154, R156, R157 and The Red Road. No significant cumulative impacts are anticipated as cumulative traffic will not be sufficient to trigger cumulative effects. The sensitivity of the area is negligible, being a rural unclassified road.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. However, Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as overlaps between the two developments will occur within the footprint of the existing Woodland Substation.</p>	<p><u>Agronomy and Equine:</u> None required</p>	<p><u>Agronomy and Equine:</u> None</p>
				<p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation. Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p><u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p><u>Material Assets:</u> Given the minimal spatial overlap, there is limited potential for an overlap in interfaces with existing utilities requiring diversions during the Construction Phases of both developments. The potential impact is therefore assessed as Neutral, Imperceptible and Temporary. There is the potential for a Positive, Significant and Long-Term cumulative impact on the regional electricity network once both developments are operational.</p>	<p><u>Material Assets:</u> The mitigation included in this EIAR and in the CEMP (included as a standalone documents in the planning application pack) is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p><u>Material Assets:</u> Construction Phase: Neutral, Imperceptible and Temporary Operational Phase: Positive, Significant and Long-Term</p>
				<p><u>Landscape and Visual:</u> Visual cumulative impact, if Construction Phases were to overlap, is deemed to be Neutral, Imperceptible and Short-Term, due to the notable intervening distance to the nearest visual receptors.</p>	<p><u>Landscape and Visual:</u> No significant cumulative landscape or visual impacts are predicted which will require mitigation. Therefore, no cumulative landscape or visual mitigation is proposed.</p>	<p><u>Landscape and Visual:</u> Construction Phase (visual): Neutral, Imperceptible and Short-Term Construction Phase (landscape): Negative, Slight and Short-Term</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p>Cumulative construction works on both developments would be transient in nature and would be similar in scale. For these reasons, the Construction Phase landscape cumulative impacts are deemed to be Negative, Slight and Short-Term.</p> <p>Due to the notable intervening distance to the nearest visual receptors, Operational Phase visual impacts are deemed to be Negative, Imperceptible and Permanent. As all permanent above ground Operational Phase structures will be within or immediately adjacent to the existing electrical infrastructure, thus Operational Phase landscape cumulative impacts are deemed to be Negative, Imperceptible and Permanent.</p>		Operational Phase: Negative, Imperceptible and Permanent
1	316372 - ABP	EirGrid CP0966 Kildare Meath Grid Upgrade Development of a 400 kV underground cable between Dunstown 400 kV substation in the townland of Dunstown, Co. Kildare and Woodland 400 kV substation in the townland of Woodland, Co. Meath.	Overlaps with the Proposed Development at Woodland Substation and along the 'Woodland Corridor' between Woodland Substation and the R156 Regional Road	<p><u>Population:</u> No potential for cumulative impacts during the Construction and Operational Phases, as while both developments will share a portion of the same study area, there are no sensitive receptors located within this area.</p> <p><u>Human Health:</u> Both developments may have a temporary effect on access along the Red Road and the point of intersection between Red Road and the R156 in the region of vehicular road users, walkers and cyclists and horse riders, however given the very limited duration of impact and limited number of and limited number of people affected, the cumulative effect on public health (transport modes, access and connections) is assessed as Negative, Imperceptible and Temporary during construction. During the Operational Phase, both projects have been designed to comply with ICIRIP Guidelines on Limiting Exposure to EMF and so there will be no cumulative EMF impacts. There is no potential for other cumulative impacts during the Operational Phases.</p> <p><u>Air Quality:</u> There is a Negligible to Medium risk of dust impacts as a result of the Proposed Development which is assessed as a Not Significant impact. Therefore, the potential impact of the two developments, in the event of Construction Phases overlapping is assessed as Negative, Not Significant and Short-Term. There is no potential for cumulative impacts during the Operational Phases.</p> <p><u>Noise and Vibration:</u> There is the potential for a Negative, Not Significant and Short-Term impact, in the event of overlapping Construction Phases as there is a spatial overlap with both developments. There is no potential for a cumulative impact during the Operational Phases of both developments.</p> <p><u>Biodiversity:</u> Water Quality: Adjacent to the Woodland Substation, there is the potential for a Negative, Significant and Short-Term impact on Dunboyne_010 as both developments would cross this watercourse if Construction Phases were to overlap. Impacts would be because of increases in sediment laden runoff, removal of bed material and changes to the bed and bank as a result of open cut trenching. Calcareous Grassland at Woodland Substation: There is a spatial overlap at Woodland Substation but the Planning Application Boundary for these two</p>	<p><u>Population:</u> None required</p> <p><u>Human Health:</u> No significant cumulative health impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p> <p><u>Air Quality:</u> Although there is no potential for significant cumulative impacts, the mitigation measures outlined in Chapter 7 (Air Quality) in Volume 2 of the EIAR and also outlined in the CEMP (included as a standalone document in the planning application pack) will ensure that dust and particulate matter emissions are minimised. In addition, liaison meetings with CP0966 construction management team will be held to ensure plans in the Woodland Corridor are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport / deliveries which might be using the same strategic road network routes.</p> <p><u>Noise and Vibration:</u> None required</p> <p><u>Biodiversity:</u> The following mitigation measures, will be implemented during the Construction Phase: Water Quality: The mitigation measures outlined in Chapter 12 (Hydrology) in Volume 2 of the EIAR will be implemented in full. In addition to the mitigation provided for in this EIAR, the following additional mitigation measure will be implemented:</p>	<p><u>Population:</u> None</p> <p><u>Human Health:</u> Construction Phase: Negative, Imperceptible and Temporary Operational Phase: None</p> <p><u>Air Quality:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p> <p><u>Noise and Vibration:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p> <p><u>Biodiversity:</u> Construction Phase:</p> <ul style="list-style-type: none"> • Water Quality: Negative, Not Significant and Short-Term; • Calcareous Grassland: None • Treelines: Negative, Moderate and Long-Term; • Bats: Negative, Not Significant and Short-Term; and

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p>developments is the same, and Construction Phases are likely to overlap. Dry calcareous grassland occupies much of the habitat within Woodland Substation but the impact on both projects as individually assessed will be the same and there will not be a cumulative impact between them.</p> <p>Treelines: For both developments, the loss of treelines / grassland is considered a likely Significant impact. The permanent treeline loss for CP0966 within the entirety of its Planning Application Boundary is approximately 772m and the permanent treeline loss for within the entirety of the Proposed Development Planning Application is approximately 0.04km. Treeline loss between Woodland Substation and R156 Regional Road (shared corridor) will be the same, but along most of the route it will be cumulative. The combined impact is assessed as Negative, Significant and Long-Term.</p> <p>Bats: Not bat roosts were found within both overlapping development study areas. However, as trees will be felled over both developments and as bats switch roost trees regularly, there is a risk that bats might colonise trees within which none were previously recorded. There is therefore a risk that roosts could be lost and bats killed injured or disturbed. Habitat loss, particular of linear features such as hedges and trees could lead to severance effects as bats commonly use such features for commuting. Therefore, there is potential for a cumulative impact resulting from construction for these two developments on bats that is assessed as Negative, Significant and Long-Term.</p> <p>Breeding Birds: For both developments, the loss of nesting and foraging habitat and displacement of breeding birds due to impacts to trees and hedgerows is considered a likely significant impact at local level. The effect is likely to be cumulative due to number of trees and length of hedgerows to be removed. During construction, there is potential for a Negative, Significant and Medium-Term impact on breeding birds.</p> <p>There is no potential for a cumulative impact during the Operational Phase of both developments.</p> <p><u>Soils and Geology:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as there are no geological heritage sites or contaminated land sites along the proposed route.</p> <p><u>Hydrogeology:</u> Any localised dewatering effect is expected to be minor and localised and very short lived. At the aquifer scale, this is expected to result in a potential Negative, Negligible and Short-Term impact to the underlying aquifers. One potential GWDTE site (GWDTEw2) is located within 100 m of the proposed cable route and could be impacted by localised short lived dewatering. This has the potential to result in a Negative, Moderate and Short-Term significance on the hydrology of GWDTEw2. Should work from both developments be carried out at the same time, there is the potential for Negative, Slight and Short-Term cumulative impacts on groundwater quality. No long-term significant changes to groundwater flows, levels and quality are predicted as part of the Proposed Development. Therefore, there is no potential for a cumulative impacts during the Operational Phase of both developments.</p>	<ul style="list-style-type: none"> Given the proximity of the two development crossings of the Dunboyne Stream_010 water body, coordination of the construction programmes for the two developments will be required between the respective appointed contractors to ensure that, where possible, works to cross the water body are undertaken at the same time, and as such, minimising disruption. <p>Calcareous Grassland at Woodland Substation: As outlined in Chapter 10 (Biodiversity) in Volume 2 of the EIAR, the appointed contractor's Ecological Clerk of Works (ECOW) will develop site-specific re-instatement plans for all semi-natural habitats (including dry calcareous grassland, dry meadows and grassy verges). Locally collected seed from similar habitat will be used for re-instatement.</p> <p>Treelines and Breeding Birds: As outlined in Chapter 10 (Biodiversity) in Volume 2 of the EIAR, replacement tree planting, and replanting of hedges, will be undertaken at agreed compensation sites and along the Proposed Development for hedges.</p> <p>Bats: As outlined in Chapter 10 (Biodiversity) in Volume 2 of the EIAR, any roosts recorded during the pre-construction surveys will be felled under a derogation licence. As part of the licence, mitigation measures such as the provision of bat boxes as alternative roosts will be required. As well as bat box installation, mitigation includes replacement tree planting at agreed compensation sites. Tree planting on easements, subject to approval by EirGrid and ESB Networks.</p>	<ul style="list-style-type: none"> Breeding Birds: Negative, Not Significant and Medium-Term. <p>Operational Phase: None</p> <p><u>Soils and Geology:</u> None</p> <p><u>Hydrogeology:</u> Construction Phase: Negative, Negligible and Short-Term for underlying aquifers, Negative, Imperceptible to Slight and Short-Term for the hydrology of GWDTEw2, and Negative, Imperceptible to Slight and Short-Term for groundwater quality. Operational Phase: None</p>

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				<p><u>Hydrology:</u> Adjacent to the Woodland Substation, there is the potential for a Negative, Significant and Short-Term impact on Dunboyne_010 as both developments would cross this watercourse if Construction Phases were to overlap. Impacts would be because of potential increases in sediment laden runoff, removal of bed material and changes to the bed and bank as a result of open cut trenching.</p> <p>There is no potential for a cumulative impact during the Operational Phases of both developments as the cable would not interact with surface water features.</p>	<p><u>Hydrology:</u> The mitigation measures outlined in Chapter 12 (Hydrology) in Volume 2 of the EIAR will be implemented in full. In addition to the mitigation provided for in this EIAR, the following additional mitigation measure will be implemented:</p> <ul style="list-style-type: none"> Given the proximity of the two development crossings of the Dunboyne Stream_010 water body, coordination of the construction programmes for the two developments will be required between the respective appointed contractors to ensure that, where possible, works to cross the water body are undertaken at the same time, and as such, minimising disruption. 	<p><u>Hydrology:</u> Construction Phase: Negative, Not Significant, Short-Term Operational Phase: None</p>
				<p><u>Archaeology, Architectural Heritage and Cultural Heritage:</u> There is no potential for cumulative impacts on archaeology, architectural and cultural heritage due to the Construction and Operational Phases of both developments, as the footprint of the working area will be the same, with the same receptors to be affected by either development. Therefore, the impacts in the Woodland Corridor are individual impacts, as assessed Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) in Volume 2 of this EIAR.</p> <p>There is no potential for a cumulative impact during the Operational Phase of both developments.</p>	<p><u>Archaeology, Architectural Heritage and Cultural Heritage:</u> None required</p>	<p><u>Archaeology, Architectural Heritage and Cultural Heritage:</u> None</p>
				<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap due to cumulative construction traffic on R125, R147, R154, R156, R157 and The Red Road.</p> <p>No significant cumulative impacts are anticipated as cumulative traffic will not be sufficient to trigger cumulative effects. All roads experiencing cumulative traffic will experience less than a 5% total increase with The Red Road the only exception, impacted by up to 15%.</p> <p>The sensitivity of the area is also negligible / low, being far from any major residential areas and located on rural Regional and local roads and therefore not significant.</p> <p>There is no potential for a cumulative traffic impact during the Operational Phase of both developments.</p>	<p><u>Traffic:</u> Despite there being no predicted cumulative impacts as a result of the Construction Phases, the following additional mitigation measures will be implemented:</p> <ul style="list-style-type: none"> Coordination of the construction programmes for the two developments will be required to ensure that there are no conflicting road closures from either project at the same time; and Cumulative construction traffic will also be timed not to coincide at peaks in construction programmes and will not be sufficient to trigger cumulative impacts, where possible. <p>Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the Construction Environmental Management Plan (included as a standalone document in the planning application pack).</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Agronomy and Equine:</u> There is the potential for cumulative impacts along the 'Woodland Corridor' where either the Construction Phase of CP0966 occurs simultaneously or at a different time. The footprint of the working area of the CP0966 development and the Proposed Development will be the same in this corridor. However, the additional soil excavation and disturbance to soil structure and drainage will occur due to the construction of the CP0966 development.</p> <p>During the Operational Phase, the additional underground cable and associated infrastructure (e.g. Joint Bays) located on farms along the 'Woodland Corridor' has the potential to have additional impacts on land utilisation and permanent land take.</p> <p>There is the potential for Construction and Operational Phase cumulative impacts on the following land parcels:</p> <ul style="list-style-type: none"> Land parcel Ref No 1 – Negative, Not Significant and Long-Term Land parcel Ref No 2 – Negative, Not Significant and Long-Term Land parcel Ref No 3 – Negative, Slight and Long-Term Land parcel Ref No 4 – Negative, Slight and Long-Term 	<p><u>Agronomy and Equine:</u> The mitigation measures proposed in Chapter 15 (Agronomy and Equine) in Volume 2 of the EIAR are sufficient to address cumulative impacts, where applicable. No additional mitigation measures are required.</p>	<p><u>Agronomy and Equine:</u> Construction and Operational Phases:</p> <ul style="list-style-type: none"> Land parcel Ref No 1 – Negative, Not Significant and Long-Term Land parcel Ref No 2 – Negative, Not Significant and Long-Term Land parcel Ref No 3 – Negative, Slight and Long-Term Land parcel Ref No 4 – Negative, Slight and Long-Term

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation.</p> <p>Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p><u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p><u>Material Assets:</u> No known existing utility interfaces identified which may require diversion at the location where the two developments overlap. Potential impact is Neutral, Imperceptible and Temporary during the Construction Phase. There is the potential for a Positive, Significant and Long-Term cumulative impact on the regional electricity network once both developments are operational.</p>	<p><u>Material Assets:</u> Coordination / consultation between the appointed contractors for the two developments will be required in the event that there are overlapping works within the Woodland Corridor area. Any future utility work identified as being required during the Construction Phase will be undertaken in consultation with the relevant utility companies.</p>	<p><u>Material Assets:</u> Construction Phase: Neutral, Imperceptible and Temporary Operational Phase: Positive, Significant and Long-Term</p>
				<p><u>Landscape and Visual:</u> Significant cumulative impacts are not anticipated during the Construction or Operational Phase for landscape or visual. If the Construction Phase of the Proposed Development overlaps with the Construction Phase of the CP0966 development, there is the potential for cumulative visual impacts on receptors located (in the townlands of Ribstown and Culcommon) along the local road to the east of the 'Woodland Corridor' between Woodland Substation and the R156 Regional Road. There is also the potential for cumulative visual impacts on receptors located (in the townlands of Culcommon and Barstown) along R156 Regional Road. Construction Phase visual impacts for the CP0966 development are deemed to be no greater than Adverse (Negative), Slight and Short-Term. The 'Woodland Corridor' between Woodland Substation and the R156 Regional Road occurs within the Tara Skryne Hills landscape character area. The significance of the impact of the CP0966 development on the Tara Skryne Hills landscape character area during the Construction Phase is deemed to be Adverse (Negative), Moderate-Slight and Short-Term. Potential cumulative Construction Phase impacts could arise due to increased intensity of construction activity within the Planning Application Boundary and increased vehicle movement on the nearby road network. It is not uncommon to see tractors and plant machines operating within agricultural fields, but the construction works would represent an increased intensity. However, cumulative construction works would be transient in nature and would result in brief visual intrusions for nearby receptors rather than producing an enduring visual obstruction. For these reasons, the Construction Phase visual cumulative impacts are deemed to be Negative (Adverse), Slight and Short-Term and the Construction Phase landscape cumulative impacts are deemed to be Negative (Adverse), Moderate-slight and Short-term. Operational Phase visual effects are deemed to be no greater than Negative (Adverse), Slight and Permanent. The significance of the effect on the Tara Skryne Hills landscape character area during the Operational Phase is deemed to be Negative (Adverse), Imperceptible and Permanent.</p>	<p><u>Landscape and Visual:</u> No significant cumulative landscape or visual impacts are predicted which will require mitigation. Therefore, no cumulative landscape or visual mitigation is proposed.</p>	<p><u>Landscape and Visual:</u> Construction Phase visual: Negative (Adverse), Slight and Short-Term. Construction Phase landscape: Negative (Adverse), Moderate-Slight and Short-Term. Operational Phase visual: Negative (Adverse), Slight and Permanent. Operational Phase landscape: Negative (Adverse), Imperceptible and Permanent.</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
1	312131 - ABP	Uisce Éireann Greater Dublin Drainage Project. This project consists of a new wastewater treatment plant in Clonshagh and co-located sludge hub centre, an orbital sewer, outfall pipeline and regional biosolids storage facility.	Proposed orbital sewer will overlap with the proposed cable on approach to Belcamp Substation.	<p>Population: There is the potential for the following cumulative impacts with this other development, if the Construction Phases were to overlap, as the footprint of both developments overlap:</p> <ul style="list-style-type: none"> Negative, Slight and Temporary impact on amenity; Negative, Slight to Moderate and Temporary on accessibility and severance of nearby sensitive receptors; Positive, Not Significant and Short-Term on employment; and Negative, Not Significant and Temporary on the local economy. <p>There is no potential for cumulative impacts during the Operational Phases of the developments.</p>	<p>Population: The mitigation included in this EIAR is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p>Population: Construction Phase: Neutral, Not Significant and Temporary for amenity, accessibility and severance and the local economy; and Positive, Not Significant and Short-Term for employment Operational Phase: None</p>
				<p>Human Health: Should the Construction Phases of the two developments overlap, there is the potential for cumulative impacts on the air quality and noise health determinants for residents of small areas 267005001/02 and 267001009/03 in Dublin. Given the rolling nature of the construction programme for the Proposed Development, the significance of the cumulative impact is considered to be Negative, Imperceptible and Temporary during construction. No cumulative impacts on health determinants are considered likely during the Operational Phases.</p>	<p>Human Health: No significant cumulative health impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p>	<p>Human Health: Construction Phase: Negative, Imperceptible and Temporary Operational Phase: None</p>
				<p>Air Quality: There is a Negligible to Medium risk of dust impacts as a result of the Proposed Development which is assessed as a Not Significant impact. Therefore, the potential impact of the two developments, in the event of Construction Phases overlapping is assessed as Negative, Not Significant and Short-Term. There is no potential for cumulative impacts during the Operational Phases.</p>	<p>Air Quality: Although there is no potential for significant cumulative impacts, the mitigation measures outlined in Chapter 7 (Air Quality) in Volume 2 of the EIAR and also outlined in the CEMP (included as a standalone document in the planning application pack) will ensure that dust and particulate matter emissions are minimised. No additional mitigation measures are required.</p>	<p>Air Quality: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Noise and Vibration: There is the potential for a Negative, Not Significant and Short-Term impact, in the event of overlapping Construction Phases as there is a spatial overlap with both developments. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p>Noise and Vibration: None required</p>	<p>Noise and Vibration: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Biodiversity: Water Quality: Adjacent to Belcamp Substation, there is the potential for a Negative, Significant and Short-Term impact on Mayne_010, as both developments would cross this watercourse if Construction Phases were to overlap. Potential impacts are likely to arise due to potential increases in sediment laden runoff and removal of bed material. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p>Biodiversity: Water Quality: The mitigation measures outlined in Chapter 12 (Hydrology) in Volume 2 of the EIAR are sufficient to prevent sediment laden runoff entering the watercourse and to maintain flows through the crossings. No additional mitigation measures are required.</p>	<p>Biodiversity: Construction Phase: Negative, Not Significant and Short-Term on water quality Operational Phase: None</p>
				<p>Soils and Geology: There is no potential for cumulative impacts during the Construction and Operational Phases, as there are no geological heritage sites or contaminated land sites along the proposed route. Hydrogeology: Should work from both developments be carried out at the same time, there is the potential for Negative, Slight and Short-Term cumulative impacts on groundwater quality.</p>	<p>Soils and Geology: None required Hydrogeology: The proposed mitigation measures outlined in Chapter 11 (Soils, Geology and Hydrogeology) in Volume 2 of the EIAR are deemed sufficient. No additional mitigation measures are required.</p>	<p>Soils and Geology: None Hydrogeology: Construction Phase: Negative, Imperceptible to Slight and Short-Term for groundwater quality. Operational Phase: None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				No long term significant changes to groundwater flows, levels and quality are predicted as part of the Proposed Development. Therefore there is no potential for a cumulative impacts during the Operational Phase of both developments.		
				<p><u>Hydrology:</u> Adjacent to Belcamp Substation, there is the potential for a Negative, Significant and Short-Term impact on Mayne_010, as both developments would cross this watercourse if Construction Phases were to overlap. Potential impacts are likely to arise due to potential increases in sediment laden runoff, removal of bed material and changes to the bed and bank as a result of open cut trenching.</p> <p>There is no potential for a cumulative impact during the Operational Phases of both developments as the cable / orbital sewer would not interact with surface water features.</p>	<p><u>Hydrology:</u> The mitigation measures outlined in Chapter 12 (Hydrology) in Volume 2 of the EIAR are sufficient to prevent sediment laden runoff entering the watercourse and to maintain flows through the crossings. No additional mitigation measures are required.</p>	<p><u>Hydrology:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is the potential for a Negative, Moderate and Permanent impact on CH_32 (Field system) as a result of the interaction between this project and the Proposed Development, as both will remove archaeological remains that form this part of this asset.</p> <p>There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> The mitigation measures proposed in Chapter 13 (Archaeology, Architectural and Cultural Heritage) in Volume 2 of the EIAR are sufficient to address the potential cumulative impacts. No additional mitigation measures are required.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> Construction Phase: Negative, Slight and Permanent Operational Phase: None</p>
				<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R139 and Clonshaugh Road due to cumulative construction traffic.</p> <p>There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p> <p>Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Agronomy and Equine:</u> The construction of the Wastewater Treatment Plant (WwTP) for the Greater Dublin Drainage Project will acquire in excess of 4 hectares of land from land parcel Ref No 40 and 18ha from land parcel Ref No 39. There is a spatial overlap with the Greater Dublin Drainage Project pipeline on approach to Belcamp Substation within land parcel Ref No 40. Therefore, the potential cumulative impacts are assessed for the Construction and Operational Phases as Negative, Profound and Permanent on land parcel Ref No 39 due to the extent of the permanent land take of WwTP and assessed for land parcel Ref No 40 as Negative, Significant and Permanent.</p>	<p><u>Agronomy and Equine:</u> None applicable</p>	<p><u>Agronomy and Equine:</u> Construction and Operational Phases: Negative, Profound and Permanent on land parcel Ref No 39 and Negative, Significant and Permanent on land parcel Ref No 40.</p>
				<p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation.</p> <p>Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p><u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>

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				<p>Material Assets: No known existing utility interfaces identified which may require diversion at the location where the two developments overlap. Potential impact is Neutral, Imperceptible and Temporary. No Operational Phase cumulative impacts anticipated.</p>	<p>Material Assets: The mitigation included in this EIAR and in the CEMP (included as a standalone documents in the planning application pack) is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p>Material Assets: Construction Phase: Neutral, Imperceptible and Temporary Operational Phase: None</p>
				<p>Landscape and Visual: There is no potential for cumulative impacts during the Construction and Operational Phases due to the nature of the existing environment in this vicinity.</p>	<p>Landscape and Visual: None required</p>	<p>Landscape and Visual: None</p>
1	314724 - ABP	Transport Infrastructure Ireland. MetroLink from Swords (Estuary) to Charlemont via Dublin City Centre	Overlaps with the Planning Application Boundary for the proposed cable route	<p>Population: There is the potential for the following cumulative impacts with this other development, if the Construction Phases were to overlap, as the footprint of both developments overlap:</p> <ul style="list-style-type: none"> Negative, Slight and Temporary impact on amenity; Negative, Slight to Moderate and Temporary on accessibility and severance of nearby sensitive receptors; Positive, Not Significant and Short-Term on employment; and Negative, Not Significant and Temporary on the local economy. <p>There is no potential for cumulative impacts during the Operational Phases of the developments.</p>	<p>Population: The mitigation included in this EIAR is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p>Population: Construction Phase: Neutral, Not Significant and Temporary for amenity, accessibility and severance and the local economy, and Positive, Not Significant and Short-Term for employment. Operational Phase: None</p>
				<p>Human Health: Should the Construction Phase of the two developments overlap, there is the potential for cumulative impacts on the air quality, noise and traffic and transport for residents of small area 267005001/02 and 26709902. The significance of impact is assessed as Negative, Not Significant and Temporary. No cumulative impacts on health determinants considered likely during the Operational Phases.</p>	<p>Human Health: No significant cumulative health impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p>	<p>Human Health: Construction Phase: Negative, Not Significant and Temporary Operational Phase: None</p>
				<p>Air Quality: There is a Negligible to Medium risk of dust impacts as a result of the Proposed Development which is assessed as a Not Significant impact. Therefore, the potential impact of the two developments, in the event of Construction Phases overlapping is assessed as Negative, Not Significant and Short-Term. There is no potential for cumulative impacts during the Operational Phases.</p>	<p>Air Quality: Although there is no potential for significant cumulative impacts, the mitigation measures outlined in Chapter 7 (Air Quality) in Volume 2 of the EIAR and also outlined in the CEMP (included as a standalone document in the planning application pack) will ensure that dust and particulate matter emissions are minimised. No additional mitigation measures are required.</p>	<p>Air Quality: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Noise and Vibration: There is the potential for a Negative, Not Significant and Short-Term impact, in the event of overlapping Construction Phases as there is a spatial overlap with both developments. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p>Noise and Vibration: None required</p>	<p>Noise and Vibration: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Biodiversity: Water Quality: Adjacent to the Ballymun, Collins Town and Forest Little, there is the potential for a Negative, Significant and Short-Term impact on Sluice_010 and Mayne_010, as both developments would cross these watercourses within 500m of each other, if Construction Phases were to overlap. Potential impacts would result from potential increases in sediment laden runoff, removal of bed material and changes to the bed and bank as a result of open cut trenching. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p>Biodiversity: The mitigation measures outlined in Chapter 12 (Hydrology) in Volume 2 of the EIAR are sufficient to prevent sediment laden runoff entering the watercourse and to maintain flows through the crossings. No additional mitigation measures are required.</p>	<p>Biodiversity: Construction Phase: Negative, Not Significant and Short-Term on water quality Operational Phase: None</p>

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				<p>Soils and Geology: There is no potential for cumulative impacts during the Construction and Operational Phases, as there are no geological heritage sites or contaminated land sites along the proposed route.</p> <p>Hydrogeology: Should work from both developments be carried out at the same time, there is the potential for Negative, Slight and Short-Term cumulative impacts on groundwater quality. No long-term significant changes to groundwater flows, levels and quality are predicted as part of the Proposed Development. Therefore, there is no potential for cumulative impacts during the Operational Phase of both developments.</p>	<p>Soils and Geology: None required</p> <p>Hydrogeology: The proposed mitigation measures outlined in Chapter 11 (Soils, Geology and Hydrogeology) in Volume 2 of the EIAR are deemed sufficient. No additional mitigation measures are required.</p>	<p>Soils and Geology: None</p> <p>Hydrogeology: Construction Phase: Negative, Imperceptible to Slight and Short-Term for groundwater quality. Operational Phase: None</p>
				<p>Hydrology: Adjacent to the Ballymun, Collins Town and Forest Little, there is the potential for a Negative, Significant and Short-Term impact on Sluice_010 and Mayne_010, as both developments would cross these watercourses within 500m of each other, if Construction Phases were to overlap. Potential impacts would result from potential increases in sediment laden runoff, removal of bed material and changes to the bed and bank as a result of open cut trenching. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p>Hydrology: The mitigation measures outlined in Chapter 12 (Hydrology) in Volume 2 of the EIAR are sufficient to prevent sediment laden runoff entering the watercourse and to maintain flows through the crossings. No additional mitigation measures are required.</p>	<p>Hydrology: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Archaeology, Architectural and Cultural Heritage: There is the potential for a Negative, Slight and Permanent impact on AY_43 (a Recorded Monument) as a result of the interaction between this project and the Proposed Development, as both will be located within the Zone of Notification. However, both developments will be within the existing road line in this location, which is likely to have removed or truncated any archaeological remains associated with this monument that may have been present. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p>Archaeology, Architectural and Cultural Heritage: The mitigation measures proposed in Chapter 13 (Archaeology, Architectural and Cultural Heritage) in Volume 2 of the EIAR are sufficient to address the potential cumulative impacts. No additional mitigation measures are required.</p>	<p>Archaeology, Architectural and Cultural Heritage: Construction Phase: Negative, Not Significant and Permanent Operational Phase: None</p>
				<p>Traffic: There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R132 due to cumulative construction traffic. There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p>Traffic: No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p>Traffic: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Agronomy and Equine: There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p>	<p>Agronomy and Equine: None required</p>	<p>Agronomy and Equine: None</p>
				<p>Waste: Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management</p>	<p>Waste: The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in</p>	<p>Waste: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>

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				<p>facilities within the region during overlapping years, in the absence of any mitigation.</p> <p>Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p>accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	
				<p><u>Material Assets:</u></p> <p>There is the potential for overlap in interface with existing utilities requiring diversions if the Construction Phases were to overlap. Therefore, there is the potential for a Negative, Moderate and Temporary impact.</p> <p>No Operational Phase cumulative impacts anticipated.</p>	<p><u>Material Assets:</u></p> <p>The mitigation included in this EIAR and in the CEMP (included as a standalone documents in the planning application pack) is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p><u>Material Assets:</u></p> <p>Construction Phase: Negative, Moderate and Temporary Operational Phase: None</p>
				<p><u>Landscape and Visual:</u></p> <p>There is no potential for cumulative impacts during the Construction and Operational Phases.</p>	<p><u>Landscape and Visual:</u></p> <p>None required</p>	<p><u>Landscape and Visual:</u></p> <p>None</p>
1	314232 - ABP	Transport Infrastructure Ireland. Dart+ West – electrification and re-signaling of Maynooth and M3 Parkway Line, capacity enhancements at Connolly station, new Spencer Dock station, level crossing closures, new Dart depot west of Maynooth etc.	Directly adjacent to the Planning Application Boundary for the proposed cable route	<p><u>Population:</u></p> <p>There is the potential for the following cumulative impacts with this other development, if the Construction Phases were to overlap, as the footprint of both developments overlap:</p> <ul style="list-style-type: none"> Negative, Slight and Temporary impact on amenity; Negative, Slight to Moderate and Temporary on accessibility and severance of nearby sensitive receptors; Positive, Not Significant and Short-Term on employment; and Negative, Not Significant and Temporary on the local economy. <p>There is no potential for cumulative impacts during the Operational Phases of the developments.</p>	<p><u>Population:</u></p> <p>The mitigation included in this EIAR is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p><u>Population:</u></p> <p>Construction Phase: Neutral, Not Significant and Temporary for amenity, accessibility and severance and the local economy, and Positive, Not Significant and Short-Term for employment. Operational Phase: None</p>
				<p><u>Human Health:</u></p> <p>In considering the nature of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.</p>	<p><u>Human Health:</u></p> <p>None required</p>	<p><u>Human Health:</u></p> <p>None</p>
				<p><u>Air Quality:</u></p> <p>There is a Negligible to Medium risk of dust impacts as a result of the Proposed Development which is assessed as a Not Significant impact. Therefore, the potential impact of the two developments, in the event of Construction Phases overlapping is assessed as Negative, Not Significant and Short-Term.</p> <p>There is no potential for cumulative impacts during the Operational Phases.</p>	<p><u>Air Quality:</u></p> <p>Although there is no potential for significant cumulative impacts, the mitigation measures outlined in Chapter 7 (Air Quality) in Volume 2 of the EIAR and also outlined in the CEMP (included as a standalone document in the planning application pack) will ensure that dust and particulate matter emissions are minimised. No additional mitigation measures are required.</p>	<p><u>Air Quality:</u></p> <p>Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Noise and Vibration:</u></p> <p>There is the potential for a Negative, Not Significant and Short-Term impact, in the event of overlapping Construction Phases as there is a spatial overlap with both developments.</p> <p>There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p><u>Noise and Vibration:</u></p> <p>None required</p>	<p><u>Noise and Vibration:</u></p> <p>Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Biodiversity:</u></p> <p>In considering the nature of the works, there is no potential for cumulative impacts on biodiversity during the Construction and Operational Phases of both developments.</p>	<p><u>Biodiversity:</u></p> <p>None required</p>	<p><u>Biodiversity:</u></p> <p>None</p>
				<p><u>Soils and Geology:</u></p> <p>In considering the nature of the works, there is no potential for a cumulative impacts during the Construction and Operational Phases of both developments.</p>	<p><u>Soils and Geology:</u></p> <p>None required</p>	<p><u>Soils and Geology:</u></p> <p>None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Hydrogeology:</u> In considering the nature of the works, there is no potential for a cumulative impacts during the Construction and Operational Phases of both developments.</p>	<p><u>Hydrogeology:</u> None required</p>	<p><u>Hydrogeology:</u> None</p>
				<p><u>Hydrology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases as the developments are not hydrologically connected.</p>	<p><u>Hydrology:</u> None required</p>	<p><u>Hydrology:</u> None</p>
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed between the two developments.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None required</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>
				<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R157 due to cumulative construction traffic. There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Agronomy and Equine:</u> The Dart+ West – electrification and re-signaling of Maynooth and M3 Parkway Line Project is located to the south-side of Junction 5 on the M3 Motorway and agricultural land parcels Ref No 10 and 11 are located on the north side of the junction on the west and east side of the junction. The potential works of the rail project will be confined to the south-side of the junction and will not significantly affect land parcels 10 and 11. Therefore, the cumulative impact is assessed as Neutral, Not Significant and Short-Term during the Construction Phase. There is no potential for Operational Phase cumulative impacts.</p>	<p><u>Agronomy and Equine:</u> None required</p>	<p><u>Agronomy and Equine:</u> Construction Phase: Neutral, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation. Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p><u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p><u>Material Assets:</u> In considering the nature of the works, there is no potential for Construction or Operational Phase cumulative impacts given lack of overlap between two developments.</p>	<p><u>Material Assets:</u> None required</p>	<p><u>Material Assets:</u> None</p>
				<p><u>Landscape and Visual:</u> In considering the nature of the works, there is no potential for cumulative impacts during the Construction and Operational Phases.</p>	<p><u>Landscape and Visual:</u> None required</p>	<p><u>Landscape and Visual:</u> None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
1	317121 - ABP	NTA BusConnects - Swords to City Centre Core Bus Corridor Scheme	Overlaps with the Planning Application Boundary for the proposed cable route	<p>Population: There is the potential for the following cumulative impacts with this other development, if the Construction Phases were to overlap, as the footprint of both developments overlap:</p> <ul style="list-style-type: none"> Negative, Slight and Temporary impact on amenity; Negative, Slight to Moderate and Temporary on accessibility and severance of nearby sensitive receptors; Positive, Not Significant and Short-Term on employment; and Negative, Not Significant and Temporary on the local economy. <p>There is no potential for cumulative impacts during the Operational Phases of the developments.</p>	<p>Population: The mitigation included in this EIAR is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p>Population: Construction Phase: Neutral, Not Significant and Temporary for amenity, accessibility and severance and the local economy, and Positive, Not Significant and Short-Term for employment. Operational Phase: None</p>
				<p>Human Health: Should the Construction Phase of the two developments overlap, there is the potential for cumulative traffic and transport impacts for residents of small areas 267001009/03, 267005001/02, 267132011 and 267099015/01. The significance of impact is assessed as Negative, Not Significant and Temporary. No cumulative impacts on health determinants considered likely during the Operational Phases.</p>	<p>Human Health: No significant cumulative health impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p>	<p>Human Health: Construction Phase: Negative, Not Significant and Temporary Operational Phase: None</p>
				<p>Air Quality: There is a Negligible to Medium risk of dust impacts as a result of the Proposed Development which is assessed as a Not Significant impact. Therefore, the potential impact of the two developments, in the event of Construction Phases overlapping is assessed as Negative, Not Significant and Short-Term. There is no potential for cumulative impacts during the Operational Phases.</p>	<p>Air Quality: Although there is no potential for significant cumulative impacts, the mitigation measures outlined in Chapter 7 (Air Quality) in Volume 2 the EIAR and also outlined in the CEMP (included as a standalone document in the planning application pack) will ensure that dust and particulate matter emissions are minimised. No additional mitigation measures are required.</p>	<p>Air Quality: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Noise and Vibration: There is the potential for a Negative, Not Significant and Short-Term impact, in the event of overlapping Construction Phases as there is a spatial overlap with both developments. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p>Noise and Vibration: None required</p>	<p>Noise and Vibration: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Biodiversity: The BusConnects Scheme will overlap with the Proposed Development at the junction of the R132 with Stockhole Lane, at the approach to the National Show Centre east of to Dublin Airport. There is potential for a cumulative impact between the two developments from the combined effect of the loss of trees and hedgerows. During construction, the cumulative impact of both developments on trees and hedgerows is considered to be Negative, Significant and Long-Term. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p>Biodiversity: Both developments have included mitigation measures for the loss of hedgerows and trees in their respective EIARs. Replacement tree planting for the Proposed Development will be undertaken at agreed compensation sites. Tree planting will also be accommodated on easements, subject to approval by EirGrid and ESB Networks. For the BusConnects Scheme there will be tree planting and landscaping and re-instatement of temporary and permanent land acquisitions. No additional mitigation measures are required.</p>	<p>Biodiversity: Construction Phase: Negative, Moderate and Long-Term Operational Phase: None</p>
				<p>Soils and Geology: There is no potential for cumulative impacts during the Construction and Operational Phases, as there are no geological heritage sites or contaminated land sites along the proposed route.</p>	<p>Soils and Geology: None required</p>	<p>Soils and Geology: None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Hydrogeology:</u> Should work from both developments be carried out at the same time, there is the potential for Negative, Slight and Short-Term cumulative impacts on groundwater quality. No long term significant changes to groundwater flows, levels and quality are predicted as part of the Proposed Development. Therefore there is no potential for a cumulative impacts during the Operational Phase of both developments.</p>	<p><u>Hydrogeology:</u> The proposed mitigation measures outlined in Chapter 11 (Soils, Geology and Hydrogeology) in Volume 2 of the EIAR are deemed sufficient. No additional mitigation measures are required.</p>	<p><u>Hydrogeology:</u> Construction Phase: Negative, Imperceptible to Slight and Short-Term for groundwater quality. Operational Phase: None</p>
				<p><u>Hydrology:</u> Adjacent to the Ballymun and Dublin Airport, there is the potential for a Negative, Significant and Short-Term impact on Sluice_010 and Mayne_010, as both developments would cross these watercourses within 500m of each other, if Construction Phases were to overlap. Potential impacts would arise from potential increases in sediment laden runoff, removal of bed material and changes to the bed and bank. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p><u>Hydrology:</u> The mitigation measures outlined in Chapter 12 (Hydrology) in Volume 2 of the EIAR are sufficient to prevent sediment laden runoff entering the watercourse and to maintain flows through the crossings. No additional mitigation measures are required.</p>	<p><u>Hydrology:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None required</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>
				<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R132 due to cumulative construction traffic. There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p>	<p><u>Agronomy and Equine:</u> None required</p>	<p><u>Agronomy and Equine:</u> None</p>
				<p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation. Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p><u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p><u>Material Assets:</u> No known existing utility interfaces identified which may require diversion at the location where the two developments overlap. Potential impact is therefore assessed as Neutral, Imperceptible and Temporary.</p>	<p><u>Material Assets:</u> The mitigation included in this EIAR and in the CEMP (included as a standalone documents in the planning application pack) is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p><u>Material Assets:</u> Construction Phase: Neutral, Imperceptible and Temporary Operational Phase: None</p>

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				There is no potential for Operational Phase cumulative impacts.		
				<u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases.	<u>Landscape and Visual:</u> None required	<u>Landscape and Visual:</u> None
1	312060 / F21A/0401 – ABP / FCC	Gannon Properties Construction of 78 residential units comprising 58 houses, 20 apartment/duplex/triplex units and associated works at Belcamp Hall, Malahide Road, Dublin 17	1km from the Planning Application Boundary at Belcamp Substation	<u>Population:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as both developments are of sufficient distance away from each other to avoid any potential cumulative impacts related to population.	<u>Population:</u> None required	<u>Population:</u> None
				<u>Human Health:</u> In considering the nature and distance of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.	<u>Human Health:</u> None required	<u>Human Health:</u> None
				<u>Air Quality:</u> There is no potential for cumulative impacts during the Construction and Operational Phases due to the distance between the two developments.	<u>Air Quality:</u> None required	<u>Air Quality:</u> None
				<u>Noise and Vibration:</u> Due to the distance between the two developments there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.	<u>Noise and Vibration:</u> None required	<u>Noise and Vibration:</u> None
				<u>Biodiversity:</u> In considering the nature and distance of the works, there is no potential for cumulative impacts on biodiversity during the Construction and Operational Phases of both developments.	<u>Biodiversity:</u> None required	<u>Biodiversity:</u> None
				<u>Soils and Geology:</u> In considering the nature and distance of the works, there is no potential for a cumulative impacts during the Construction and Operational Phases of both developments.	<u>Soils and Geology:</u> None required	<u>Soils and Geology:</u> None
				<u>Hydrogeology:</u> In considering the nature and distance of the works, there is no potential for a cumulative impacts during the Construction and Operational Phases of both developments.	<u>Hydrogeology:</u> None required	<u>Hydrogeology:</u> None
				<u>Hydrology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases, as although the developments are hydrologically connected, there is sufficient distance between them that impacts are not likely to occur.	<u>Hydrology:</u> None required	<u>Hydrology:</u> None
				<u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed between these two developments.	<u>Archaeology, Architectural and Cultural Heritage:</u> None required	<u>Archaeology, Architectural and Cultural Heritage:</u> None
				<u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R139 due to cumulative construction traffic.	<u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted	<u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None

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				There is no potential for cumulative traffic impacts during the Operational Phases.	from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).	
				<u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.	<u>Agronomy and Equine:</u> None required	<u>Agronomy and Equine:</u> None
				<u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation. Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.	<u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.	<u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term
				<u>Material Assets:</u> There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments.	<u>Material Assets:</u> None required	<u>Material Assets:</u> None
				<u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.	<u>Landscape and Visual:</u> None required	<u>Landscape and Visual:</u> None
1	314169 / F22A/0136 – ABP / FCC	Gerard Gannon Properties Construction of 40 residential units in one block, including a childcare facility and café at Belcamp Hall, Malahide Road, Dublin 17	695m from the Planning Application Boundary at Belcamp Substation	<u>Population:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as both developments are of sufficient distance away from each other to avoid any potential cumulative impacts related to population.	<u>Population:</u> None required.	<u>Population:</u> None
				<u>Human Health:</u> In considering the nature and distance of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.	<u>Human Health:</u> None required.	<u>Human Health:</u> None
				<u>Air Quality:</u> There is no potential for cumulative impacts during the Construction and Operational Phases due to the distance between the two developments.	<u>Air Quality:</u> None required	<u>Air Quality:</u> None
				<u>Noise and Vibration:</u> Due to the distance between the two developments there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.	<u>Noise and Vibration:</u> None required	<u>Noise and Vibration:</u> None
				<u>Biodiversity:</u> In considering the nature and distance of the works, there is no potential for cumulative impacts on biodiversity during the Construction and Operational Phases of both developments.	<u>Biodiversity:</u> None required	<u>Biodiversity:</u> None

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				<p>Soils and Geology: In considering the nature and distance of the works, there is no potential for a cumulative impacts during the Construction and Operational Phases of both developments.</p> <p>Hydrogeology: In considering the nature and distance of the works, there is no potential for a cumulative impacts during the Construction and Operational Phases of both developments.</p>	<p>Soils and Geology: None required</p> <p>Hydrogeology: None required</p>	<p>Soils and Geology: None</p> <p>Hydrogeology: None</p>
				<p>Hydrology: There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases, as although the developments are hydrologically connected, there is sufficient distance between them that impacts are not likely to occur.</p>	<p>Hydrology: None required</p>	<p>Hydrology: None</p>
				<p>Archaeology, Architectural and Cultural Heritage: There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p>	<p>Archaeology, Architectural and Cultural Heritage: None required</p>	<p>Archaeology, Architectural and Cultural Heritage: None</p>
				<p>Traffic: There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R139 due to cumulative construction traffic.</p> <p>There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p>Traffic: No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p> <p>Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p>Traffic: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Agronomy and Equine: There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p>	<p>Agronomy and Equine: None required</p>	<p>Agronomy and Equine: None</p>
				<p>Waste: Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation.</p> <p>Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p>Waste: The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p>Waste: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p>Material Assets: There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments.</p>	<p>Material Assets: None required</p>	<p>Material Assets: None</p>
				<p>Landscape and Visual: There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.</p>	<p>Landscape and Visual: None required</p>	<p>Landscape and Visual: None</p>

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1	308130 - ABP	Enginenode Limited 220kV substation with 2 underground transmission cables between Pace and Bracetown	3m from the Planning Application Boundary for the proposed cable route	<p>Population: There is the potential for the following cumulative impacts with this other development, if the Construction Phases were to overlap, as the footprint of both developments overlap:</p> <ul style="list-style-type: none"> Negative, Slight and Temporary impact on amenity; Negative, Slight to Moderate and Temporary on accessibility and severance of nearby sensitive receptors; Positive, Not Significant and Short-Term on employment; and Negative, Not Significant and Temporary on the local economy. <p>There is no potential for cumulative impacts during the Operational Phases of the developments.</p>	<p>Population: The mitigation included in this EIAR is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p>Population: Construction Phase: Neutral, Not Significant and Temporary for amenity, accessibility and severance and the local economy, and Positive, Not Significant and Short-Term for employment. Operational Phase: None</p>
				<p>Human Health: There is the potential for cumulative impacts on traffic and transport determinant for residents of small areas 167029015 and 167029001 as both developments have potential to affect access along the L5025, if Construction Phases were to overlap. The significance of impact is assessed as Negative, Imperceptible and Temporary. No cumulative effects on health determinants considered likely during the Operational Phases.</p>	<p>Human Health: No significant cumulative health impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p>	<p>Human Health: Construction Phase: Negative, Imperceptible and Temporary Operational Phase: None</p>
				<p>Air Quality: There is a Negligible to Medium risk of dust impacts as a result of the Proposed Development which is assessed as a Not Significant impact. Therefore, the potential impact of the two developments, in the event of Construction Phases overlapping is assessed as Negative, Not Significant and Short-Term. There is no potential for cumulative impacts during the Operational Phases.</p>	<p>Air Quality: Although there is no potential for significant cumulative impacts, the mitigation measures outlined in Chapter 7 (Air Quality) in Volume 2 of the EIAR and also outlined in the CEMP (included as a standalone document in the planning application pack) will ensure that dust and particulate matter emissions are minimised. No additional mitigation measures are required.</p>	<p>Air Quality: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Noise and Vibration: There is the potential for a Negative, Not Significant and Short-Term noise and vibration impact, in the event of overlapping Construction Phases as the developments are in close proximity to each other. There is no potential for cumulative impacts during the Operational Phases.</p>	<p>Noise and Vibration: None required</p>	<p>Noise and Vibration: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Biodiversity: In considering the nature of the works, there is no potential for significant cumulative impacts on biodiversity during the Construction Phase of both developments. The impact is assessed as Negative, Not Significant and Short-Term. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p>Biodiversity: None required</p>	<p>Biodiversity: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Soils and Geology: In considering the nature of the works, there is no potential for a cumulative impacts during the Construction and Operational Phases of both developments.</p> <p>Hydrogeology: In considering the nature of the works, there is no potential for a cumulative impacts during the Construction and Operational Phases of both developments.</p>	<p>Soils and Geology: None required</p> <p>Hydrogeology: None required</p>	<p>Soils and Geology: None</p> <p>Hydrogeology: None</p>
				<p>Hydrology: There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases as the developments are not hydrologically connected.</p>	<p>Hydrology: None required</p>	<p>Hydrology: None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None required</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>
				<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R147 and R157 due to cumulative construction traffic. There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Agronomy and Equine:</u> The circuit No 1 underground transmission cable and the associated overhead line interface compound will be located in land parcel No 11. There are potential cumulative impacts due to the construction of a second underground cable in this land parcel and the soil disturbance associated with these works. Also there is a potential cumulative impact due to the land take of the interface compound. However the temporary works will be confined to less than 2.5% of the area of the land parcel and the land take of the compound will be less than 1% of the land parcel area. Therefore, the cumulative impact is assessed as Negative, Not Significant and Short-Term for the Construction Phases. There is no potential for a cumulative impact during the Operational Phases.</p>	<p><u>Agronomy and Equine:</u> None required</p>	<p><u>Agronomy and Equine:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation. Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p><u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p><u>Material Assets:</u> There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments.</p>	<p><u>Material Assets:</u> None required</p>	<p><u>Material Assets:</u> None</p>
				<p><u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.</p>	<p><u>Landscape and Visual:</u> None required</p>	<p><u>Landscape and Visual:</u> None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
1	309833 / FW21A/0003 – ABP / FCC	Montague Ventures Limited Residential development on site of c.1.7 hectares consisting of construction of 52 no. residential units, refurbishment of existing former barracks building on site, carparking spaces, bicycle parking spaces and all associated site works.	237m from the Planning Application Boundary for the proposed cable route	<p>Population: There is the potential for the following cumulative impacts with this other development, if the Construction Phases were to overlap, as the footprint of both developments overlap:</p> <ul style="list-style-type: none"> Negative, Slight and Temporary impact on amenity; Negative, Slight to Moderate and Temporary on accessibility and severance of nearby sensitive receptors; Positive, Not Significant and Short-Term on employment; and Negative, Not Significant and Temporary on the local economy. <p>There is no potential for cumulative impacts during the Operational Phases of the developments.</p>	<p>Population: The mitigation included in this EIAR is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p>Population: Construction Phase: Neutral, Not Significant and Temporary for amenity, accessibility and severance and the local economy, and Positive, Not Significant and Short-Term for employment. Operational Phase: None</p>
				<p>Human Health: There is potential for cumulative impacts on the air quality and noise determinants for a small number of residential dwellings located in the Hollywood / Hollystown area, in the event of overlapping Construction Phases. The significance of impact is assessed as Negative, Imperceptible, and Temporary for both determinants. No cumulative impacts on health determinants considered likely during the Operational Phases.</p>	<p>Human Health: No significant cumulative health impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p>	<p>Human Health: Construction Phase: Negative, Imperceptible and Temporary Operational Phase: None</p>
				<p>Air Quality: There is no potential for cumulative impacts during the Construction and Operational Phases due to the distance between the two developments.</p>	<p>Air Quality: None required</p>	<p>Air Quality: None</p>
				<p>Noise and Vibration: Due to the distance between the two developments there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.</p>	<p>Noise and Vibration: None required</p>	<p>Noise and Vibration: None</p>
				<p>Biodiversity: The proposed access to the residential development runs parallel to Kilbridge Road (L3080) which is lined with mature trees with potential bat roost features and fourteen trees are scheduled for removal. The Proposed Development lies approximately 480m away at its nearest location. Cumulative impacts to bats could result from disturbance / lighting along the proposed access to the construction sites and the loss of trees / hedgerows from the Proposed Development. The potential cumulative impact during construction is assessed as Negative, Significant and Long-Term. There is no potential for cumulative impacts during the Operational Phases of the developments.</p>	<p>Biodiversity: The mitigation measures proposed in Chapter 10 (Biodiversity) in Volume 2 of the EIAR are sufficient to address the potential cumulative impacts. No additional mitigation measures are required.</p>	<p>Biodiversity: Construction Phase: Negative, Not Significant and Medium-Term Operational Phase: None</p>
				<p>Soils and Geology: There is no potential for cumulative impacts during the Construction and Operational Phases, as there are no geological heritage sites or contaminated land sites along the proposed route. Hydrogeology: There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p>Soils and Geology: None required Hydrogeology: None required</p>	<p>Soils and Geology: None Hydrogeology: None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Hydrology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases as the developments are not hydrologically connected.</p>	<p><u>Hydrology:</u> None required</p>	<p><u>Hydrology:</u> None</p>
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is the potential for a Negative, Moderate and Permanent impact on DL_05 (Designed Landscape) as a result of the interaction between this project and the Proposed Development, as both will remove features that form this part of this asset. During operation, there is the potential for a Negative, Moderate and Permanent impact as a result of the presence of both developments due to the Proposed Development's permanent access tracks and Joint Bay covers remaining visible and the presence of the other development further reducing the legibility of this demesne.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> The mitigation measures proposed in Chapter 13 (Archaeology, Architectural and Cultural Heritage) in Volume 2 of the EIAR are sufficient to address the potential cumulative impacts, where applicable.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> Construction Phase: Negative, Slight and Permanent Operational Phase: Negative, Moderate and Permanent</p>
				<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the Cherryhound Tyrrelstown Link Road, Ratoath Road, Kilbride Road and R121 Ward Road, due to cumulative construction traffic. There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p>	<p><u>Agronomy and Equine:</u> None required</p>	<p><u>Agronomy and Equine:</u> None</p>
				<p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation. Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p><u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p><u>Material Assets:</u> There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments.</p>	<p><u>Material Assets:</u> None required</p>	<p><u>Material Assets:</u> None</p>
				<p><u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.</p>	<p><u>Landscape and Visual:</u> None required</p>	<p><u>Landscape and Visual:</u> None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
1	312271 - ABP	Glenveagh Homes Limited Demolition of an existing shed, construction of 548 no. residential units (401 no. houses, 147 no. apartments), 2 no. creches and associated site works.	184m from the Planning Application Boundary for the proposed cable route	<p>Population: There is the potential for the following cumulative impacts with this other development, if the Construction Phases were to overlap, as the footprint of both developments overlap:</p> <ul style="list-style-type: none"> Negative, Slight and Temporary impact on amenity; Negative, Slight to Moderate and Temporary on accessibility and severance of nearby sensitive receptors; Positive, Not Significant and Short-Term on employment; and Negative, Not Significant and Temporary on the local economy. <p>There is no potential for cumulative impacts during the Operational Phases of the developments.</p>	<p>Population: The mitigation included in this EIAR is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p>Population: Construction Phase: Neutral, Not Significant and Temporary for amenity, accessibility and severance and the local economy, and Positive, Not Significant and Short-Term for employment. Operational Phase: None</p>
				<p>Human Health: There is potential for cumulative impacts on the air quality and noise determinants for a small number of residential dwellings located in the Yellowstown area, in the event of overlapping Construction Phases. The significance of impact is assessed as Negative, Imperceptible, and Temporary for both determinants. No cumulative impacts on health determinants considered likely during the Operational Phases.</p>	<p>Human Health: No significant cumulative health impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p>	<p>Human Health: Construction Phase: Negative, Imperceptible and Temporary Operational Phase: None</p>
				<p>Air Quality: There is no potential for cumulative impacts during the Construction and Operational Phases due to the distance between the two developments.</p>	<p>Air Quality: None required</p>	<p>Air Quality: None</p>
				<p>Noise and Vibration: Due to the distance between the two developments there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.</p>	<p>Noise and Vibration: None required</p>	<p>Noise and Vibration: None</p>
				<p>Biodiversity: In considering the nature of the works, there is no potential for significant cumulative impacts on biodiversity during the Construction Phase of both developments. The impact is assessed as Negative, Not Significant and Short-Term. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p>Biodiversity: None required</p>	<p>Biodiversity: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Soils and Geology: There is no potential for cumulative impacts during the Construction and Operational Phases, as there are no geological heritage sites or contaminated land sites along the proposed route.</p> <p>Hydrogeology: There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p>Soils and Geology: None required</p> <p>Hydrogeology: None required</p>	<p>Soils and Geology: None</p> <p>Hydrogeology: None</p>
				<p>Hydrology: There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases as the developments are not hydrologically connected.</p>	<p>Hydrology: None required</p>	<p>Hydrology: None</p>
				<p>Archaeology, Architectural and Cultural Heritage: There is the potential for a Negative, Moderate and Permanent impact on DL_05 as a result of the interaction between this project and the Proposed Development, as both will remove features that form this part of this asset.</p>	<p>Archaeology, Architectural and Cultural Heritage: The mitigation measures proposed in Chapter 13 (Archaeology, Architectural and Cultural Heritage) in Volume 2 of the EIAR are sufficient to address the potential cumulative impacts. No additional mitigation measures are required.</p>	<p>Archaeology, Architectural and Cultural Heritage: Construction Phase: Negative, Slight and Permanent</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p>During operation, there is the potential for a Negative, Moderate and Permanent impact as a result of the presence of both developments due to the Proposed Development's permanent access tracks and Joint Bay covers remaining visible and the presence of this other project further reducing the legibility of this demesne.</p> <p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the Cherryhound Tyrrelstown Link Road, Ratoath Road, Kilbride Road and R121 Ward Road, due to cumulative construction traffic.</p> <p>There is no potential for cumulative traffic impacts during the Operational Phases.</p> <p><u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p> <p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation.</p> <p>Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p> <p><u>Material Assets:</u> There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments.</p> <p><u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.</p>		<p>Operational Phase: Negative, Moderate and Permanent</p> <p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p> <p><u>Agronomy and Equine:</u> None</p> <p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p> <p><u>Material Assets:</u> None</p> <p><u>Landscape and Visual:</u> None</p>
1	312848 / F21A/0488 – ABP / FCC	Gerard Gannon Properties Construction of 77 residential units across 2 no. apartment blocks at Belcamp Hall, Malahide Road, Dublin 17	961m from the Planning Application Boundary at Belcamp Substation	<p><u>Population:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as both developments are of sufficient distance away from each other to avoid any potential cumulative impacts related to population.</p> <p><u>Human Health:</u> In considering the nature and distance of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.</p> <p><u>Air Quality:</u> There is no potential for cumulative impacts during the Construction and Operational Phases due to the distance between the two developments.</p>	<p><u>Population:</u> None required.</p> <p><u>Human Health:</u> None required</p> <p><u>Air Quality:</u> None required</p>	<p><u>Population:</u> None</p> <p><u>Human Health:</u> None</p> <p><u>Air Quality:</u> None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p>Noise and Vibration: Due to the distance between the two developments there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.</p>	<p>Noise and Vibration: None required</p>	<p>Noise and Vibration: None</p>
				<p>Biodiversity: In considering the nature of the works, there is no potential for significant cumulative impacts on biodiversity during the Construction Phase of both developments. The impact is assessed as Negative, Not Significant and Short-Term.</p> <p>There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p>Biodiversity: None required</p>	<p>Biodiversity: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Soils and Geology: There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p> <p>Hydrogeology: There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p>Soils and Geology: None required.</p> <p>Hydrogeology: None required</p>	<p>Soils and Geology: None</p> <p>Hydrogeology: None</p>
				<p>Hydrology: There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases, as although the developments are hydrologically connected, there is sufficient distance between them that impacts are not likely to occur.</p>	<p>Hydrology: None required</p>	<p>Hydrology: None</p>
				<p>Archaeology, Architectural and Cultural Heritage: There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p>	<p>Archaeology, Architectural and Cultural Heritage: None</p>	<p>Archaeology, Architectural and Cultural Heritage: None</p>
				<p>Traffic: There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R139 Road, due to cumulative construction traffic.</p> <p>There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p>Traffic: No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p> <p>Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p>Traffic: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Agronomy and Equine: There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p>	<p>Agronomy and Equine: None required</p>	<p>Agronomy and Equine: None</p>
				<p>Waste: Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and</p>	<p>Waste: The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in</p>	<p>Waste: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p>Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation.</p> <p>Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p>accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	
				<p><u>Material Assets:</u> There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments.</p>	<p><u>Material Assets:</u> None required</p>	<p><u>Material Assets:</u> None</p>
				<p><u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.</p>	<p><u>Landscape and Visual:</u> None required</p>	<p><u>Landscape and Visual:</u> None</p>
1	314894 - ABP	Kilshane Energy Ltd. Proposed development of a 220kV Gas Insulated Switchgear (GIS) substation on lands at Kilshane Road, and an underground 220kV transmission line connection to the existing Cruiserath 220kV substation.	557m from the Planning Application Boundary for the proposed cable route	<p><u>Population:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as both developments are of sufficient distance away from each other to avoid any potential cumulative impacts related to population.</p>	<p><u>Population:</u> None required</p>	<p><u>Population:</u> None</p>
				<p><u>Human Health:</u> In considering the nature and distance of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.</p>	<p><u>Human Health:</u> None required</p>	<p><u>Human Health:</u> None</p>
				<p><u>Air Quality:</u> There is no potential for cumulative impacts during the Construction and Operational Phases due to the distance between the two developments.</p>	<p><u>Air Quality:</u> None required</p>	<p><u>Air Quality:</u> None</p>
				<p><u>Noise and Vibration:</u> Due to the distance between the two developments there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.</p>	<p><u>Noise and Vibration:</u> None required</p>	<p><u>Noise and Vibration:</u> None</p>
				<p><u>Biodiversity:</u> In considering the nature of the works, there is no potential for significant cumulative impacts on biodiversity during the Construction Phase of both developments. The impact is assessed as Negative, Not Significant and Short-Term.</p> <p>There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p><u>Biodiversity:</u> None required</p>	<p><u>Biodiversity:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Soils and Geology:</u> There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p> <p><u>Hydrogeology:</u> There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p><u>Soils and Geology:</u> None required</p> <p><u>Hydrogeology:</u> None required</p>	<p><u>Soils and Geology:</u> None</p> <p><u>Hydrogeology:</u> None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Hydrology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases, as although the developments are hydrologically connected, there is sufficient distance between them that impacts are not likely to occur.</p>	<p><u>Hydrology:</u> None required</p>	<p><u>Hydrology:</u> None</p>
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None required</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>
				<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the Cherryhound Tyrrelstown Link Road, Ratoath Road, Kilbride Road and R121 Ward Road, due to cumulative construction traffic.</p> <p>There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p> <p>Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p>	<p><u>Agronomy and Equine:</u> None required</p>	<p><u>Agronomy and Equine:</u> None</p>
				<p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation.</p> <p>Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p><u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented:</p> <p>In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p><u>Material Assets:</u> There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments.</p>	<p><u>Material Assets:</u> None required</p>	<p><u>Material Assets:</u> None</p>
				<p><u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.</p>	<p><u>Landscape and Visual:</u> None required</p>	<p><u>Landscape and Visual:</u> None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
1	F21A/0147 / F23A/0006 - FCC	Genvest ULC. 2 no single storey light industrial buildings (total floor area of 3,333 sq.m) accommodating 3 units including ancillary office space at site west of Stockhole Lane/Clonshaugh Road, Clonshaugh, Co. Dublin.	121m from the Planning Application Boundary for the proposed cable route	<p>Population: There is the potential for the following cumulative impacts with this other development, if the Construction Phases were to overlap, as the footprint of both developments overlap:</p> <ul style="list-style-type: none"> Negative, Slight and Temporary impact on amenity; Negative, Slight to Moderate and Temporary on accessibility and severance of nearby sensitive receptors; Positive, Not Significant and Short-Term on employment; and Negative, Not Significant and Temporary on the local economy. <p>There is no potential for cumulative impacts during the Operational Phases of the developments.</p>	<p>Population: The mitigation included in this EIAR is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p>Population: Construction Phase: Neutral, Not Significant and Temporary for amenity, accessibility and severance and the local economy, and Positive, Not Significant and Short-Term for employment. Operational Phase: None</p>
				<p>Human Health: There is potential for cumulative impacts on the air quality and noise determinants for a small number of residential dwellings located in Stockhole Lane area of Clonshaugh area (small area 267005001/02), in the event of overlapping Construction Phases. The significance of impact is assessed as Negative, Imperceptible, and Temporary for both determinants. No cumulative impacts on health determinants considered likely during the Operational Phases.</p>	<p>Human Health: No significant cumulative health impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p>	<p>Human Health: Construction Phase: Negative, Imperceptible and Temporary Operational Phase: None</p>
				<p>Air Quality: There is no potential for cumulative impacts during the Construction and Operational Phases due to the distance between the two developments.</p>	<p>Air Quality: None required</p>	<p>Air Quality: None</p>
				<p>Noise and Vibration: Due to the distance between the two developments there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.</p>	<p>Noise and Vibration: None required</p>	<p>Noise and Vibration: None</p>
				<p>Biodiversity: In considering the nature of the works, there is no potential for significant cumulative impacts on biodiversity during the Construction Phase of both developments. The impact is assessed as Negative, Not Significant and Short-Term. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p>Biodiversity: None required</p>	<p>Biodiversity: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Soils and Geology: There is no potential for cumulative impacts during the Construction and Operational Phases, as there are no geological heritage sites or contaminated land sites along the proposed route. Hydrogeology: There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p>Soils and Geology: None required Hydrogeology: None required</p>	<p>Soils and Geology: None Hydrogeology: None</p>
				<p>Hydrology: There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases, due to the distance between the two developments.</p>	<p>Hydrology: None required</p>	<p>Hydrology: None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p> <p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R139 Road, Clonshaugh Road and Stockhole Lane, due to cumulative construction traffic. There is no potential for cumulative traffic impacts during the Operational Phases.</p> <p><u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p> <p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation. Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p> <p><u>Material Assets:</u> There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments.</p> <p><u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None required</p> <p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p> <p><u>Agronomy and Equine:</u> None required</p> <p><u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p> <p><u>Material Assets:</u> None required</p> <p><u>Landscape and Visual:</u> None required</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p> <p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p> <p><u>Agronomy and Equine:</u> None</p> <p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p> <p><u>Material Assets:</u> None</p> <p><u>Landscape and Visual:</u> None</p>
1	F20A/0550 - FCC	daa PLC Full planning permission to extend the North Apron in the Airfield at Dublin Airport, Co Dublin to facilitate the provision of twelve aircraft stands and a ground servicing equipment area on a site of 19.2ha.	448m from the Planning Application Boundary for the proposed cable route	<p><u>Population:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as both developments are of sufficient distance away from each other to avoid any potential cumulative impacts related to population.</p> <p><u>Human Health:</u> In considering the nature and distance of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.</p> <p><u>Air Quality:</u> There is no potential for cumulative impacts during the Construction and Operational Phases due to the distance between the two developments.</p>	<p><u>Population:</u> None required</p> <p><u>Human Health:</u> None required</p> <p><u>Air Quality:</u> None required</p>	<p><u>Population:</u> None</p> <p><u>Human Health:</u> None</p> <p><u>Air Quality:</u> None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Noise and Vibration:</u> Due to the distance between the two developments there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.</p>	<p><u>Noise and Vibration:</u> None required</p>	<p><u>Noise and Vibration:</u> None</p>
				<p><u>Biodiversity:</u> In considering the nature and distance of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.</p>	<p><u>Biodiversity:</u> None required</p>	<p><u>Biodiversity:</u> None</p>
				<p><u>Soils and Geology:</u> There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p> <p><u>Hydrogeology:</u> There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p><u>Soils and Geology:</u> None required</p> <p><u>Hydrogeology:</u> None required</p>	<p><u>Soils and Geology:</u> None</p> <p><u>Hydrogeology:</u> None</p>
				<p><u>Hydrology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases, due to the distance between the two developments.</p>	<p><u>Hydrology:</u> None required</p>	<p><u>Hydrology:</u> None</p>
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>
				<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R132 Road, due to cumulative construction traffic.</p> <p>There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p> <p>Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p>	<p><u>Agronomy and Equine:</u> None required</p>	<p><u>Agronomy and Equine:</u> None</p>
				<p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation.</p>	<p><u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented:</p> <p>In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.		
				<u>Material Assets:</u> There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments.	<u>Material Assets:</u> None required	<u>Material Assets:</u> None
				<u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.	<u>Landscape and Visual:</u> None required	<u>Landscape and Visual:</u> None
1	F21A/0681 / 3041/22 – FCC / DCC	Mayne Stability Limited Development of access to the Synchronous Compensator Development (Grid Stabilisation Facility) on the site of a c 0.94 ha. at lands south of Belcamp 220KV substation, Belcamp Dublin 17.	4m from Planning Application Boundary at Belcamp Substation	<u>Population:</u> There is the potential for the following cumulative impacts with this other development, if the Construction Phases were to overlap, as the footprint of both developments overlap: <ul style="list-style-type: none"> Negative, Slight and Temporary impact on amenity; Negative, Slight to Moderate and Temporary on accessibility and severance of nearby sensitive receptors; Positive, Not Significant and Short-Term on employment; and Negative, Not Significant and Temporary on the local economy. There is no potential for cumulative impacts during the Operational Phases of the developments.	<u>Population:</u> The mitigation included in this EIAR is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.	<u>Population:</u> Construction Phase: Neutral, Not Significant and Temporary for amenity, accessibility and severance and the local economy, and Positive, Not Significant and Short-Term for employment. Operational Phase: None
				<u>Human Health:</u> In considering the nature of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.	<u>Human Health:</u> None required	<u>Human Health:</u> None
				<u>Air Quality:</u> There is a Negligible to Medium risk of dust impacts as a result of the Proposed Development which is assessed as a Not Significant impact. Therefore, the potential impact of the two developments, in the event of Construction Phases overlapping is assessed as Negative, Not Significant and Short-Term. There is no potential for cumulative impacts during the Operational Phases.	<u>Air Quality:</u> Although there is no potential for significant cumulative impacts, the mitigation measures outlined in Chapter 7 (Air Quality) in Volume 2 of the EIAR and also outlined in the CEMP (included as a standalone document in the planning application pack) will ensure that dust and particulate matter emissions are minimised. No additional mitigation measures are required.	<u>Air Quality:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None
				<u>Noise and Vibration:</u> There is the potential for a Negative, Not Significant and Short-Term impact, in the event of overlapping Construction Phases as there is a spatial overlap with both developments. There is no potential for a cumulative impact during the Operational Phases of both developments.	<u>Noise and Vibration:</u> None required	<u>Noise and Vibration:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None
				<u>Biodiversity:</u> In considering the nature of the works, there is no potential for significant cumulative impacts on biodiversity during the Construction Phase of both developments. The impact is assessed as Negative, Not Significant and Short-Term. There is no potential for a cumulative impact during the Operational Phases of both developments.	<u>Biodiversity:</u> None required	<u>Biodiversity:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None
				<u>Soils and Geology:</u> In considering the nature of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.	<u>Soils and Geology:</u> None required	<u>Soils and Geology:</u> None

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Hydrogeology:</u> Should work from both developments be carried out at the same time, there is the potential for Negative, Slight and Short-Term cumulative impacts on groundwater quality. No long term significant changes to groundwater flows, levels and quality are predicted as part of the Proposed Development. Therefore there is no potential for a cumulative impacts during the Operational Phase of both developments.</p>	<p><u>Hydrogeology:</u> The proposed mitigation measures outlined in Chapter 11 (Soils, Geology and Hydrogeology) in Volume 2 of the EIAR are deemed sufficient. No additional mitigation measures are required.</p>	<p><u>Hydrogeology:</u> Construction Phase: Negative, Imperceptible to Slight and Short-Term for groundwater quality. Operational Phase: None</p>
				<p><u>Hydrology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases, as although the developments are hydrologically connected, there is sufficient distance between them that impacts are not likely to occur.</p>	<p><u>Hydrology:</u> None required</p>	<p><u>Hydrology:</u> None</p>
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None required</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>
				<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R139 Road, due to cumulative construction traffic. There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p>	<p><u>Agronomy and Equine:</u> None required</p>	<p><u>Agronomy and Equine:</u> None</p>
				<p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation. Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p><u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p><u>Material Assets:</u> There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments. Potential Positive, Significant and Long-Term cumulative impact on the regional electricity network once both developments are operational.</p>	<p><u>Material Assets:</u> None required</p>	<p><u>Material Assets:</u> Construction Phase: None Operational Phase: Positive, Significant and Long-Term</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.</p>	<p><u>Landscape and Visual:</u> None required</p>	<p><u>Landscape and Visual:</u> None</p>
1	FW22A/0167 - FCC	IPUT plc Provision of c. 72,753sq.m of logistics and associated office uses across 5 no. buildings on lands comprising c. 26.8ha to the north of the Cherryhound, Tyrrelstown M2/M3 Link Road and south of the R121, Cherryhound, Spricklestown and Killamonan, The Ward, Dublin.	Approximately 500m from the Planning Application Boundary for the proposed cable route	<p><u>Population:</u> There is the potential for the following cumulative impacts with this other development, if the Construction Phases were to overlap, as the footprint of both developments overlap:</p> <ul style="list-style-type: none"> Negative, Slight and Temporary impact on amenity; Negative, Slight to Moderate and Temporary on accessibility and severance of nearby sensitive receptors; Positive, Not Significant and Short-Term on employment; and Negative, Not Significant and Temporary on the local economy. <p>There is no potential for cumulative impacts during the Operational Phases of the developments.</p>	<p><u>Population:</u> The mitigation included in this EIAR is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p><u>Population:</u> Construction Phase: Neutral, Not Significant and Temporary for amenity, accessibility and severance and the local economy, and Positive, Not Significant and Short-Term for employment. Operational Phase: None</p>
				<p><u>Human Health:</u> Potential for cumulative impacts on the air quality, noise and traffic and transport health determinants for residents of small area 267158009/02 during construction as both developments will affect access at Spricklestown and will generate noise and dust emissions experienced by a small number of residents at Spricklestown. The significance of impact is assessed as Negative, Imperceptible and Temporary. No potential for cumulative impacts on any health determinants during the Operational Phases.</p>	<p><u>Human Health:</u> No significant cumulative health impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p>	<p><u>Human Health:</u> Construction Phase: Negative, Imperceptible and Temporary Operational Phase: None</p>
				<p><u>Air Quality:</u> There is a Negligible to Medium risk of dust impacts as a result of the Proposed Development which is assessed as a Not Significant impact. Therefore, the potential impact of the two developments, in the event of Construction Phases overlapping is assessed as Negative, Not Significant and Short-Term. There is no potential for cumulative impacts during the Operational Phases.</p>	<p><u>Air Quality:</u> Although there is no potential for significant cumulative impacts, the mitigation measures outlined in Chapter 7 (Air Quality) in Volume 2 of the EIAR and also outlined in the CEMP (included as a standalone document in the planning application pack) will ensure that dust and particulate matter emissions are minimised. No additional mitigation measures are required.</p>	<p><u>Air Quality:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Noise and Vibration:</u> There is the potential for a Negative, Not Significant and Short-Term impact, in the event of overlapping Construction Phases as there is a spatial overlap with both developments. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p><u>Noise and Vibration:</u> None required</p>	<p><u>Noise and Vibration:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Biodiversity:</u> Wintering Birds: This other development is located within large flat arable fields which are suitable for wintering birds. There is the potential for a cumulative impact from disturbance to wintering birds if Construction Phases were to overlap. This is assessed as Negative, Slight and Short-Term. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p><u>Biodiversity:</u> The site-wide mitigation measures outlined in Chapter 10 (Biodiversity) in Volume 2 of this EIAR are considered sufficient to mitigate for the potential impacts on wintering birds. No additional mitigation measures are required.</p>	<p><u>Biodiversity:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Soils and Geology:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as there are no geological heritage sites or contaminated land sites along the proposed route.</p>	<p><u>Soils and Geology:</u> None required.</p>	<p><u>Soils and Geology:</u> None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Hydrogeology:</u> Should work from both developments be carried out at the same time, there is the potential for Negative, Slight and Short-Term cumulative impacts on groundwater quality. No long term significant changes to groundwater flows, levels and quality are predicted as part of the Proposed Development. Therefore there is no potential for a cumulative impacts during the Operational Phase of both developments.</p>	<p><u>Hydrogeology:</u> The proposed mitigation measures outlined in Chapter 11 (Soils, Geology and Hydrogeology) in Volume 2 of the EIAR are deemed sufficient. No additional mitigation measures are required.</p>	<p><u>Hydrogeology:</u> Construction Phase: Negative, Imperceptible to Slight and Short-Term for groundwater quality. Operational Phase: None</p>
				<p><u>Hydrology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases, as although the developments are hydrologically connected, there is sufficient distance between them that impacts are not likely to occur.</p>	<p><u>Hydrology:</u> None required</p>	<p><u>Hydrology:</u> None</p>
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None required</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>
				<p><u>Traffic:</u> Although unlikely, due to likely construction routes being further south than those assumed for the Proposed Development, there is limited potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on Cherryhound Tyrrelstown Link Road due to cumulative construction traffic. There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p>	<p><u>Agronomy and Equine:</u> None required</p>	<p><u>Agronomy and Equine:</u> None</p>
				<p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation. Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p><u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p><u>Material Assets:</u> No known existing utility interfaces identified which may require diversion at the location where the two developments overlap. Potential impact is assessed as Neutral, Imperceptible and Temporary. No Operational Phase cumulative impacts anticipated.</p>	<p><u>Material Assets:</u> The mitigation included in this EIAR and in the CEMP (included as a standalone documents in the planning application pack) is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p><u>Material Assets:</u> Construction Phase: Neutral, Imperceptible and Temporary Operational Phase: None</p>
				<p><u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases.</p>	<p><u>Landscape and Visual:</u> None required</p>	<p><u>Landscape and Visual:</u> None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
1	FW19A/0177 - FCC	ESB Engineering & Major Projects Proposed underground cable route originating from the existing Macetown ESB station (on Damastown Avenue in the townland of Macetown Middle), running in an easterly direction along Damastown Avenue and the R121 (in the townlands of Macetown Middle, Macetown South, Tyrrelstown, Cruiserath and Buzzardstown), to a permitted medium voltage (MV) substation located within a permitted data storage facility	1km from Planning Application Boundary for the proposed cable route	<p><u>Population:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as both developments are of sufficient distance away from each other to avoid any potential cumulative impacts related to population.</p>	<p><u>Population:</u> None required</p>	<p><u>Population:</u> None</p>
				<p><u>Human Health:</u> In considering the nature and distance of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.</p>	<p><u>Human Health:</u> None required</p>	<p><u>Human Health:</u> None</p>
				<p><u>Air Quality:</u> There is no potential for cumulative impacts during the Construction and Operational Phases due to the distance between the two developments.</p>	<p><u>Air Quality:</u> None required</p>	<p><u>Air Quality:</u> None</p>
				<p><u>Noise and Vibration:</u> There will be no spatial overlap resulting from the two developments and therefore there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.</p>	<p><u>Noise and Vibration:</u> None required</p>	<p><u>Noise and Vibration:</u> None</p>
				<p><u>Biodiversity:</u> The ESB scheme crosses the River Tolka which is hydrologically connected to North Dublin Bay Special Area of Conservation (SAC), South Dublin Bay and River Tolka Estuary Special Protection Area (SPA) and North Bull Island SPA. The Proposed Development is hydrologically linked to these European sites via the same pathway. There is therefore the potential for pollution to enter into River Tolka and be transported to these European sites. In the event of Construction Phases overlapping, and in the absence of mitigation, the potential cumulative impact is assessed as Negative, Very Significant and Short-Term. There is no potential for a cumulative impacts during the Operational Phases of both developments.</p>	<p><u>Biodiversity:</u> The pollution control mitigation measures outlined in Chapter 10 (Biodiversity) and Chapter 12 (Hydrology) in Volume 2 of this EIAR are sufficient to mitigate for the potential impacts to these European sites. No additional mitigation measures are required.</p>	<p><u>Biodiversity:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Soils and Geology:</u> There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p><u>Soils and Geology:</u> None required</p>	<p><u>Soils and Geology:</u> None</p>
				<p><u>Hydrogeology:</u> There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p><u>Hydrogeology:</u> None required</p>	<p><u>Hydrogeology:</u> None</p>
				<p><u>Hydrology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases, due to the distance between the two developments..</p>	<p><u>Hydrology:</u> None required</p>	<p><u>Hydrology:</u> None</p>
<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None required</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>				
<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on Cherryhound Tyrrelstown Link Road due to cumulative construction traffic.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>				

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				There is no potential for cumulative traffic impacts during the Operational Phases.	from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).	
				<u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.	<u>Agronomy and Equine:</u> None required	<u>Agronomy and Equine:</u> None
				<u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation. Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.	<u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.	<u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term
				<u>Material Assets:</u> There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments. Potential Positive, Significant and Long-Term cumulative impact on the regional electricity network once both developments are operational.	<u>Material Assets:</u> None required	<u>Material Assets:</u> Construction Phase: None Operational Phase: Positive, Significant and Long-Term
				<u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.	<u>Landscape and Visual:</u> None required	<u>Landscape and Visual:</u> None
1	F18A/0306 - FCC	Clarke Family Partnership Permission for the construction of 36 residential units consisting of 30 two storey houses (23 three bedroom type, 7 four bedroom type) and 6 number two bedroom apartments in a three storey block, with ancillary open spaces, boundary treatment and site works at Fosterstown North.	1km from the Planning Application Boundary for the proposed cable route	<u>Population:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as both developments are of sufficient distance away from each other to avoid any potential cumulative impacts related to population.	<u>Population:</u> None required	<u>Population:</u> None
				<u>Human Health:</u> In considering the nature and distance of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.	<u>Human Health:</u> None required	<u>Human Health:</u> None
				<u>Air Quality:</u> There is no potential for cumulative impacts during the Construction and Operational Phases due to the distance between the two developments.	<u>Air Quality:</u> None required	<u>Air Quality:</u> None
				<u>Noise and Vibration:</u> There will be no spatial overlap resulting from the two developments and therefore there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.	<u>Noise and Vibration:</u> None required	<u>Noise and Vibration:</u> None
				<u>Biodiversity:</u> In considering the nature and distance of the works, there is no potential for cumulative impacts during the Construction and Operational Phases of both developments.	<u>Biodiversity:</u> None required	<u>Biodiversity:</u> None

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Soils and Geology:</u> There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p> <p><u>Hydrogeology:</u> There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p><u>Soils and Geology:</u> None required</p> <p><u>Hydrogeology:</u> None required</p>	<p><u>Soils and Geology:</u> None</p> <p><u>Hydrogeology:</u> None</p>
				<p><u>Hydrology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases, due to the distance between the two developments.</p>	<p><u>Hydrology:</u> None required</p>	<p><u>Hydrology:</u> None</p>
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None required</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>
				<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R132 Road, due to cumulative construction traffic.</p> <p>There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p> <p>Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p>	<p><u>Agronomy and Equine:</u> None required</p>	<p><u>Agronomy and Equine:</u> None</p>
				<p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation.</p> <p>Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p><u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented:</p> <p>In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p><u>Material Assets:</u> There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments.</p>	<p><u>Material Assets:</u> None required</p>	<p><u>Material Assets:</u> None</p>
				<p><u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.</p>	<p><u>Landscape and Visual:</u> None required</p>	<p><u>Landscape and Visual:</u> None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
1	FW22A/0156 - FCC	Earlstand Corporation Unlimited Company Construction of 6 no. warehouses/logistics units including ancillary office/administration use and entrance/reception areas over two levels (Units 1-6) with a combined total floor gross area (GFA) of 50,934 sq.m at Mooretown and Northwest Logistics Park, Ballycoolin, Dublin 15	1km from the Planning Application Boundary for the proposed cable route	<p><u>Population:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as both developments are of sufficient distance away from each other to avoid any potential cumulative impacts related to population.</p>	<p><u>Population:</u> None required</p>	<p><u>Population:</u> None</p>
				<p><u>Human Health:</u> In considering the nature of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.</p>	<p><u>Human Health:</u> None required</p>	<p><u>Human Health:</u> None</p>
				<p><u>Air Quality:</u> There is no potential for cumulative impacts during the Construction and Operational Phases due to the distance between the two developments.</p>	<p><u>Air Quality:</u> None required</p>	<p><u>Air Quality:</u> None</p>
				<p><u>Noise and Vibration:</u> There will be no spatial overlap resulting from the two developments and therefore there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.</p>	<p><u>Noise and Vibration:</u> None required</p>	<p><u>Noise and Vibration:</u> None</p>
				<p><u>Biodiversity:</u> Wintering Birds: This other development is located within large flat arable fields which are suitable for wintering birds. There is the potential for a cumulative impact from disturbance to wintering birds if Construction Phases were to overlap. This is assessed as Negative, Slight and Short-Term. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p><u>Biodiversity:</u> The site-wide mitigation measures outlined in Chapter 10 (Biodiversity) in Volume 2 of this EIAR are considered sufficient to mitigate for the potential impacts on wintering birds. No additional mitigation measures are required.</p>	<p><u>Biodiversity:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Soils and Geology:</u> There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p> <p><u>Hydrogeology:</u> There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p><u>Soils and Geology:</u> None required</p> <p><u>Hydrogeology:</u> None required</p>	<p><u>Soils and Geology:</u> None</p> <p><u>Hydrogeology:</u> None</p>
				<p><u>Hydrology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases, due to the distance between the two developments.</p>	<p><u>Hydrology:</u> None required</p>	<p><u>Hydrology:</u> None</p>
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None required</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>
<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the Cherryhound Tyrrelstown Link Road, due to cumulative construction traffic. There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>				

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p>Agronomy and Equine: There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p> <p>Waste: Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation. Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p> <p>Material Assets: There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments.</p> <p>Landscape and Visual: There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.</p>	<p>Agronomy and Equine: None required</p> <p>Waste: The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p> <p>Material Assets: None required</p> <p>Landscape and Visual: None required</p>	<p>Agronomy and Equine: None</p> <p>Waste: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p> <p>Material Assets: None</p> <p>Landscape and Visual: None</p>
1	FW21A/0042 - FCC	<p>Glenveagh Homes Ltd</p> <p>The proposed development will consist of 69 no. houses comprising 52 no. 2-storey houses and 17 no. 3-storey houses (13 no. 2-bed units, 39 no. 3-bed units, 17 no. 4-bed units), private open spaces, carports and all associated roads, services, visitor parking.</p>	756m from the Planning Application Boundary for the proposed cable route	<p>Population: There is no potential for cumulative impacts during the Construction and Operational Phases, as both developments are of sufficient distance away from each other to avoid any potential cumulative impacts related to population.</p> <p>Human Health: In considering the nature of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.</p> <p>Air Quality: There is no potential for cumulative impacts during the Construction and Operational Phases due to the distance between the two developments.</p> <p>Noise and Vibration: There will be no spatial overlap resulting from the two developments and therefore there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.</p> <p>Biodiversity: Wintering Birds: This other development is located within large flat arable fields which are suitable for wintering birds. There is the potential for a cumulative impact from disturbance to wintering birds if Construction Phases were to overlap. This is assessed as Negative, Slight and Short-Term. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p>Population: None required</p> <p>Human Health: None required</p> <p>Air Quality: None required</p> <p>Noise and Vibration: None required</p> <p>Biodiversity: The site-wide mitigation measures outlined in Chapter 10 (Biodiversity) in Volume 2 of this EIAR are considered sufficient to mitigate for the potential impacts on wintering birds. No additional mitigation measures are required.</p>	<p>Population: None</p> <p>Human Health: None</p> <p>Air Quality: None</p> <p>Noise and Vibration: None</p> <p>Biodiversity: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p>Soils and Geology: There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p> <p>Hydrogeology: There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p>Soils and Geology: None required</p> <p>Hydrogeology: None required</p>	<p>Soils and Geology: None</p> <p>Hydrogeology: None</p>
				<p>Hydrology: There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases.</p>	<p>Hydrology: None required</p>	<p>Hydrology: None</p>
				<p>Archaeology, Architectural and Cultural Heritage: There is the potential for a Negative, Moderate and Permanent impact on DL_05 as a result of the interaction between this project and the Proposed Development, as both will remove features that form this part of this asset. During operation, there is the potential for a Negative, Moderate and Permanent impact as a result of the presence of both developments due to the Proposed Development's permanent access tracks and joint bay covers remaining visible and the presence of this other project further reducing the legibility of this demesne.</p>	<p>Archaeology, Architectural and Cultural Heritage: The mitigation measures proposed in Chapter 13 (Archaeology, Architectural and Cultural Heritage) in Volume 2 of the EIAR are sufficient to address the potential cumulative impacts. No additional mitigation measures are required.</p>	<p>Archaeology, Architectural and Cultural Heritage: Construction Phase: Negative, Slight and Permanent Operational Phase: Negative, Moderate and Permanent</p>
				<p>Traffic: There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the Cherryhound Tyrrelstown Link Road, Ratoath Road, Kilbride Road and R121 Ward Road, due to cumulative construction traffic. There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p>Traffic: No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p>Traffic: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Agronomy and Equine: There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p>	<p>Agronomy and Equine: None required</p>	<p>Agronomy and Equine: None</p>
				<p>Waste: Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation. Potential wastes associated with the Operational Phases for both developments are insignificant and therefore there are no significant cumulative effects anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p>Waste: The following measure, which is included in Chapter 16 (Waste) of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p>Waste: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p>Material Assets: There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments.</p>	<p>Material Assets: None required</p>	<p>Material Assets: None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.</p>	<p><u>Landscape and Visual:</u> None required</p>	<p><u>Landscape and Visual:</u> None</p>
1	F22A/0682 - FCC	<p>Fingleton White The development will consist of alterations to the Dublin Port to Dublin Airport fuel pipeline previously approved under Reg. Ref. F15A/0141. The proposed alterations, in the Athletic Union League/FAI sports grounds, M1 and Dublin Airport, are located within the townlands of Toberbunny and Stockhole, Co. Dublin. Permission is sought to amend the route of the pipeline as follows: It is now proposed to reroute the approved pipeline from Clonshaugh Road North along the southern boundary of Athletic Union League/FAI sports grounds, under the M1 Motorway, into Dublin Airport lands.</p>	Overlaps with the Planning Application Boundary for the proposed cable route	<p><u>Population:</u> There is the potential for the following cumulative impacts with this other development, if the Construction Phases were to overlap, as the footprint of both developments overlap:</p> <ul style="list-style-type: none"> Negative, Slight and Temporary impact on amenity; Negative, Slight to Moderate and Temporary on accessibility and severance of nearby sensitive receptors; Positive, Not Significant and Short-Term on employment; and Negative, Not Significant and Temporary on the local economy. <p>There is no potential for cumulative impacts during the Operational Phases of the developments.</p>	<p><u>Population:</u> The mitigation included in this EIAR is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p><u>Population:</u> Construction Phase: Neutral, Not Significant and Temporary for amenity, accessibility and severance and the local economy, and Positive, Not Significant and Short-Term for employment. Operational Phase: None</p>
				<p><u>Human Health:</u> In considering the nature of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.</p>	<p><u>Human Health:</u> None required.</p>	<p><u>Human Health:</u> None</p>
				<p><u>Air Quality:</u> There is a Negligible to Medium risk of dust impacts as a result of the Proposed Development which is assessed as a Not Significant impact. Therefore, the potential impact of the two developments, in the event of Construction Phases overlapping is assessed as Negative, Not Significant and Short-Term. There is no potential for cumulative impacts during the Operational Phases.</p>	<p><u>Air Quality:</u> Although there is no potential for significant cumulative impacts, the mitigation measures outlined in Chapter 7 (Air Quality) in the EIAR and also outlined in the CEMP (included as a standalone document in the planning application pack) will ensure that dust and particulate matter emissions are minimised. No additional mitigation measures are required.</p>	<p><u>Air Quality:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Noise and Vibration:</u> There is the potential for a Negative, Not Significant and Short-Term impact, in the event of overlapping Construction Phases as there is a spatial overlap with both developments. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p><u>Noise and Vibration:</u> None required.</p>	<p><u>Noise and Vibration:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Biodiversity:</u> In considering the nature of the works, there is no potential for significant cumulative impacts on biodiversity during the Construction Phase of both developments. The impact is assessed as Negative, Not Significant and Short-Term. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p><u>Biodiversity:</u> None required.</p>	<p><u>Biodiversity:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Soils and Geology:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as there are no geological heritage sites or contaminated land sites along the proposed route.</p>	<p><u>Soils and Geology:</u> None required.</p>	<p><u>Soils and Geology:</u> None</p>
				<p><u>Hydrogeology:</u> Should work from both developments be carried out at the same time, there is the potential for Negative, Slight and Short-Term cumulative impacts on groundwater quality.</p>	<p><u>Hydrogeology:</u> The proposed mitigation measures outlined in Chapter 11 (Soils, Geology and Hydrogeology) of the EIAR are deemed sufficient. No additional mitigation measures are required.</p>	<p><u>Hydrogeology:</u> Construction Phase: Negative, Imperceptible to Slight and Short-Term for groundwater quality.</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				No long term significant changes to groundwater flows, levels and quality are predicted as part of the Proposed Development. Therefore there is no potential for a cumulative impacts during the Operational Phase of both developments.		Operational Phase: None
				<u>Hydrology:</u> In considering the nature of the works, there is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases.	<u>Hydrology:</u> None required	<u>Hydrology:</u> None
				<u>Archaeology, Architectural and Cultural Heritage:</u> There is the potential for a Negative, Slight and Permanent impact on DL_15 as a result of the interaction between this project and the Proposed Development, as both projects will remove features that form this part of this asset. There is no potential for cumulative impacts to arise during the Operational Phases.	<u>Archaeology, Architectural and Cultural Heritage:</u> The mitigation measures proposed in Chapter 13 (Archaeology, Architectural and Cultural Heritage) of the EIAR are sufficient to address the potential cumulative impacts. No additional mitigation measures are required.	<u>Archaeology, Architectural and Cultural Heritage:</u> Construction Phase: Negative, Imperceptible and Permanent Operational Phase: None
				<u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R139 Road, Stockhole Lane, Clonshaugh Road and the R132 Road, due to cumulative construction traffic. There is no potential for cumulative traffic impacts during the Operational Phases.	<u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the Construction Environmental Management Plan (included as a standalone document in the planning application pack).	<u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None
				<u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.	<u>Agronomy and Equine:</u> None required	<u>Agronomy and Equine:</u> None
				<u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation. Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.	<u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.	<u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term
				<u>Material Assets:</u> No known existing utility interfaces identified which may require diversion at the location where the two developments overlap. Potential impact is assessed as Neutral, Imperceptible and Temporary. No Operational Phase cumulative impacts anticipated.	<u>Material Assets:</u> The mitigation included in this EIAR and in the CEMP (included as a standalone documents in the planning application pack) is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.	<u>Material Assets:</u> Construction Phase: Neutral, Imperceptible and Temporary Operational Phase: None
				<u>Landscape and Visual:</u> In considering the nature of the works, there is no potential for cumulative impacts during the Construction and Operational Phases.	<u>Landscape and Visual:</u> None required	<u>Landscape and Visual:</u> None

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
1	F23A/0040 - FCC	CP1213 Belcamp 220kV Extension The development will consist of the provision of new electricity transmission infrastructure at the existing ESB Belcamp 220 kV substation, and any known modifications to this application that have taken place due to the work that is ongoing in relation to the detailed design and requirements of the 220kV GIS Switchgear building permitted under planning application number F23A/0040.	Overlaps with the Proposed Development at Belcamp Substation	<p>Population: There is the potential for the following cumulative impacts with this other development, if the Construction Phases were to overlap, as the footprint of both developments overlap:</p> <ul style="list-style-type: none"> Negative, Slight and Temporary impact on amenity; Negative, Slight to Moderate and Temporary on accessibility and severance of nearby sensitive receptors; Positive, Not Significant and Short-Term on employment; and Negative, Not Significant and Temporary on the local economy. <p>There is no potential for cumulative impacts during the Operational Phases of the developments.</p>	<p>Population: The mitigation included in this EIAR is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p>Population: Construction Phase: Neutral, Not Significant and Temporary for amenity, accessibility and severance and the local economy, and Positive, Not Significant and Short-Term for employment. Operational Phase: None</p>
				<p>Human Health: In considering the nature of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.</p>	<p>Human Health: None required</p>	<p>Human Health: None</p>
				<p>Air Quality: There is a Negligible to Medium risk of dust impacts as a result of the Proposed Development which is assessed as a Not Significant impact. Therefore, the potential impact of the two developments, in the event of Construction Phases overlapping is assessed as Negative, Not Significant and Short-Term. There is no potential for cumulative impacts during the Operational Phases.</p>	<p>Air Quality: Although there is no potential for significant cumulative impacts, the mitigation measures outlined in Chapter 7 (Air Quality) in Volume 2 of the EIAR and also outlined in the CEMP (included as a standalone document in the planning application pack) will ensure that dust and particulate matter emissions are minimised. No additional mitigation measures are required.</p>	<p>Air Quality: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Noise and Vibration: There is the potential for a Negative, Not Significant and Short-Term impact, in the event of overlapping Construction Phases as there is a spatial overlap with both developments. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p>Noise and Vibration: None required</p>	<p>Noise and Vibration: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Biodiversity: Water Quality: There is the potential for a Negative, Significant and Short-Term impact on the Dunboyne Stream_010 waterbody as both developments would work adjacent to this watercourse if Construction Phases were to overlap. Potential impacts would result from potential increases in sediment laden runoff, removal of bed material and changes to the bed and bank as a result of open cut trenching. Calcareous / Neutral Grassland at Belcamp Substation: At Belcamp Substation, both developments will overlap. Dry calcareous and neutral grassland occupies much of the habitat within and surrounding Belcamp Substation and the developments will impact this grassland due to the works and temporary laydown areas. During the Construction Phases, the impact is assessed as Negative, Significant and Long-Term. Bats: No bat roosts were found during surveys for either development. However, as bats switch tree roosts regularly, there is a risk bats might colonise trees within which none were previously recorded. Therefore, there is a risk that bats could be disturbed during the Construction Phases. Tree felling at Belcamp requires removal of six mature trees within a 300m length of hedgerow, calculated by area only the estimated loss of hedgerow/trees at Belcamp is 900m². There is potential for a cumulative impact on bats that is assessed as Negative, Significant and Long -Term.</p>	<p>Biodiversity: The following mitigation measures which are included in this EIAR will be implemented during the Construction Phase: Water Quality: The mitigation measures outlined in Chapter 12 (Hydrology) in Volume 2 of the EIAR are sufficient to prevent sediment laden runoff entering the watercourse and to maintain flows through the crossings. Calcareous / Neutral Grassland at Belcamp Substation: The appointed contractor's Ecological Clerk of Works (ECOW) will develop site-specific re-instatement plans for all semi-natural habitats (including dry calcareous grassland, dry meadows and grassy verges). Locally collected seed from similar habitat will be used for re-instatement, and the grassland will be managed for its wildflowers. Bats: Any roosts recorded during the pre-construction surveys will be felled under a derogation licence. As part of the licence, mitigation measures such as the provision of bat boxes as alternative roosts will be required. As well as bat box installation, mitigation includes replacement tree planting at agreed compensation sites. Tree planting on easements, subject to approval by EirGrid and ESB Networks. Breeding Birds: Replacement hedge and tree planting will be undertaken along the Proposed Development and at agreed compensation sites. Tree planting will</p>	<p>Biodiversity: Construction Phase: <ul style="list-style-type: none"> Water Quality: Negative, Not Significant and Short-Term; Calcareous / Natural Grassland at Belcamp Substation: Negative, Significant and Medium-Term; Bats: Negative, Not Significant and Short-Term; and Breeding Birds: Negative, Not Significant and Medium-Term. Operational Phase: None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p>Breeding Birds: For both developments, the loss of nesting and foraging habitat and displacement of breeding birds due to impacts to trees and hedgerows is considered a likely significant effect at local level. The effect is likely to be a cumulative impact due to number of trees and length of hedgerows to be removed. During construction there is potential for a cumulative impact on breeding birds that is assessed as Negative, Significant and Medium-Term.</p> <p>There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	also be accommodated on easements, subject to approval by EirGrid and ESB Networks.	
				<p><u>Soils and Geology:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as there are no geological heritage sites or contaminated land sites along the proposed route.</p> <p><u>Hydrogeology:</u> Should work from both developments be carried out at the same time, there is the potential for Negative, Slight and Short-Term cumulative impacts on groundwater quality. No long term significant changes to groundwater flows, levels and quality are predicted as part of the Proposed Development. Therefore there is no potential for a cumulative impacts during the Operational Phase of both developments.</p>	<p><u>Soils and Geology:</u> None required</p> <p><u>Hydrogeology:</u> The proposed mitigation measures outlined in Chapter 11 (Soils, Geology and Hydrogeology) in Volume 2 of the EIAR are deemed sufficient. No additional mitigation measures are required.</p>	<p><u>Soils and Geology:</u> None</p> <p><u>Hydrogeology:</u> Construction Phase: Negative, Imperceptible to Slight and Short-Term for groundwater quality. Operational Phase: None</p>
				<p><u>Hydrology:</u> There is the potential for a Negative, Significant and Short-Term impact on the Dunboyne Stream_010 waterbody as both developments would work adjacent to this watercourse if Construction Phases were to overlap. Potential impacts would result from potential increases in sediment laden runoff, removal of bed material and changes to the bed and bank as a result of open cut trenching.</p> <p>There is no potential for a cumulative impact during the Operational Phases of both developments as the cables would not interact with surface water features.</p>	<p><u>Hydrology:</u> The mitigation measures outlined in Chapter 12 (Hydrology) in Volume 2 of the EIAR are sufficient to prevent sediment laden runoff entering the watercourse and to maintain flows through the crossings. No additional mitigation measures are required.</p>	<p><u>Hydrology:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is the potential for a Negative, Slight and Permanent direct impact on CH_32 (Field system) if the Construction Phases were to overlap. There is no potential for a cumulative impact during the Operational Phase of both developments.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> The mitigation measures proposed in Chapter 13 (Archaeology, Architectural and Cultural Heritage) in Volume 2 of the EIAR are sufficient to address the potential cumulative impacts. No additional mitigation measures are required.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> Construction Phase: Negative, Imperceptible and Permanent Operational Phase: None</p>
				<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R139 Road, due to cumulative construction traffic. There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Agronomy and Equine:</u> The extension to the Belcamp 220kV substation will acquire in excess of 4 hectares of land from land parcel Ref No 40. Therefore the potential cumulative effects on land parcel Ref No 40 from the F23A/0040 project are Negative, Significant and Permanent for both the Construction and Operational Phases.</p>	<p><u>Agronomy and Equine:</u> None applicable</p>	<p><u>Agronomy and Equine:</u> Construction and Operational Phases: Negative, Significant and Permanent.</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p>Waste: Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation.</p> <p>Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p>Waste: The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p>Waste: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p>Material Assets: Given minimal spatial overlap, there is limited potential for overlap in interface with existing utilities requiring diversions during the Construction Phases. Potential impact is assessed as Neutral, Imperceptible and Temporary. Potential Positive, Significant and Long-Term cumulative impact on the regional electricity network once both developments are operational.</p>	<p>Material Assets: The mitigation included in this EIAR and in the CEMP (included as a standalone documents in the planning application pack) is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p>Material Assets: Construction Phase: Neutral, Imperceptible and Temporary Operational Phase: Positive, Significant and Long-Term</p>
				<p>Landscape and Visual: There is the potential for a Negative, Slight-imperceptible and Short-Term visual cumulative impact during the Construction Phases, due to the high degree of intervening vegetative screening within the relatively flat landform of the study area. There is the potential for a Negative, Slight and Short-Term landscape cumulative impact during the Construction Phases, as construction works for both developments would be transient in nature and would be similar in scale. Due to the notable high degree of intervening vegetative screening within the relatively flat landform of the study area, Operational Phase visual impacts are deemed to be Negative, Imperceptible and Permanent. As all permanent above ground Operational Phase structures will be within or immediately adjacent to the existing electrical infrastructure, thus Operational Phase landscape cumulative impacts are deemed to be Negative, Imperceptible and Permanent.</p>	<p>Landscape and Visual: No significant cumulative landscape or visual impacts are predicted which will require mitigation. Therefore, no cumulative landscape or visual mitigation is proposed.</p>	<p>Landscape and Visual: Construction Phase (visual): Negative, Slight-Imperceptible and Short-Term Construction Phase (landscape): Negative, Slight and Short-Term. Operational Phase: Negative, Imperceptible and Permanent.</p>
1	F22A/0687 - FCC	Clondev Properties Limited The development will consist of 1. Demolition of existing residential dwelling Hollytree House (c. 449.2 sqm). 2. Construction of 85 no. residential apartments (35 no. 1-bed, 37 no. 2-bed units and 13 no. 3 bed units) within a 5 - 8 no. storey (over undercroft) building, with all apartments served by private terrace or balcony.	1km from the Planning Application Boundary for the proposed cable route	<p>Population: There is no potential for cumulative impacts during the Construction and Operational Phases, as both developments are of sufficient distance away from each other to avoid any potential cumulative impacts related to population.</p>	<p>Population: None required</p>	<p>Population: None</p>
				<p>Human Health: In considering the nature and distance of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.</p>	<p>Human Health: None required</p>	<p>Human Health: None</p>
				<p>Air Quality: There is no potential for cumulative impacts during the Construction and Operational Phases due to the distance between the two developments.</p>	<p>Air Quality: None required</p>	<p>Air Quality: None</p>
				<p>Noise and Vibration: There will be no spatial overlap resulting from the two developments and therefore there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.</p>	<p>Noise and Vibration: None required</p>	<p>Noise and Vibration: None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p>Biodiversity: In considering the nature and distance of the works, there is no potential for cumulative impacts during the Construction and Operational Phases of both developments.</p>	<p>Biodiversity: None required</p>	<p>Biodiversity: None</p>
				<p>Soils and Geology: There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p>Soils and Geology: None required</p>	<p>Soils and Geology: None</p>
				<p>Hydrogeology: There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p>Hydrogeology: None required</p>	<p>Hydrogeology: None</p>
				<p>Hydrology: There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases, due to the distance between the two developments.</p>	<p>Hydrology: None required</p>	<p>Hydrology: None</p>
				<p>Archaeology, Architectural and Cultural Heritage: There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p>	<p>Archaeology, Architectural and Cultural Heritage: None required</p>	<p>Archaeology, Architectural and Cultural Heritage: None</p>
				<p>Traffic: There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R139 Road, Stockhole Lane, Clonshaugh Road and the R139 Road, due to cumulative construction traffic.</p> <p>There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p>Traffic: No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p> <p>Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p>Traffic: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Agronomy and Equine: There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p>	<p>Agronomy and Equine: None required</p>	<p>Agronomy and Equine: None</p>
				<p>Waste: Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation.</p> <p>Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p>Waste: The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented:</p> <p>In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p>Waste: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p>Material Assets: There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments.</p>	<p>Material Assets: None required</p>	<p>Material Assets: None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.</p>	<p><u>Landscape and Visual:</u> None required</p>	<p><u>Landscape and Visual:</u> None</p>
1	4367/19 - DCC	The Electricity Supply Board (ESB) 200m long medium/low voltage (MV/LV) underground cable (UGC), to be installed in underground cable ducting in a c. 1m wide trench of depth c. 1m within an area of c.200sq.m., connecting the existing ESB network within the former Diamond Innovations site to the existing ESB Darndale substation.	1km from the Planning Application Boundary at Belcamp Substation	<p><u>Population:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as both developments are of sufficient distance away from each other to avoid any potential cumulative impacts related to population.</p>	<p><u>Population:</u> None required</p>	<p><u>Population:</u> None</p>
				<p><u>Human Health:</u> In considering the nature and distance of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.</p>	<p><u>Human Health:</u> None required</p>	<p><u>Human Health:</u> None</p>
				<p><u>Air Quality:</u> There is no potential for cumulative impacts during the Construction and Operational Phases due to the distance between the two developments.</p>	<p><u>Air Quality:</u> None required</p>	<p><u>Air Quality:</u> None</p>
				<p><u>Noise and Vibration:</u> There will be no spatial overlap resulting from the two developments and therefore there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.</p>	<p><u>Noise and Vibration:</u> None required</p>	<p><u>Noise and Vibration:</u> None</p>
				<p><u>Biodiversity:</u> In considering the nature and distance of the works, there is no potential for cumulative impacts during the Construction and Operational Phases of both developments.</p>	<p><u>Biodiversity:</u> None required.</p>	<p><u>Biodiversity:</u> None</p>
				<p><u>Soils and Geology:</u> There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p><u>Soils and Geology:</u> None required.</p>	<p><u>Soils and Geology:</u> None</p>
				<p><u>Hydrogeology:</u> There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p><u>Hydrogeology:</u> None required</p>	<p><u>Hydrogeology:</u> None</p>
				<p><u>Hydrology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases, due to the distance between the two developments.</p>	<p><u>Hydrology:</u> None required</p>	<p><u>Hydrology:</u> None</p>
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None required</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>
				<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R139 Road, due to cumulative construction traffic.</p> <p>There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p> <p>Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
					to the CEMP (included as a standalone document in the planning application pack).	
				<p><u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p>	<p><u>Agronomy and Equine:</u> None required</p>	<p><u>Agronomy and Equine:</u> None</p>
				<p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation. Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p><u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p><u>Material Assets:</u> There is no potential for Construction Phase cumulative impacts, given the lack of spatial overlap between the two developments. Potential Positive, Significant and Long-Term cumulative impact on the regional electricity network once both developments are operational.</p>	<p><u>Material Assets:</u> None required</p>	<p><u>Material Assets:</u> Construction Phase: None Operational Phase: Positive, Significant and Long-Term</p>
				<p><u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.</p>	<p><u>Landscape and Visual:</u> None required</p>	<p><u>Landscape and Visual:</u> None</p>
1	2360290 – MCC	Marina Quarter Ltd. Large-Scale Residential Development consisting of 267 no. residential units comprising 145 no. dwelling houses and 122 no. apartments/duplexes providing a mix of 1, 2, 3 and 4-bed units at Bennetstown (townland) to the south of the M3 Parkway park and ride and rail station, and also extending into Pace & Dunboyne (townlands), Dunboyne North, Co. Meath	315m from the Planning Application Boundary for the proposed cable route	<p><u>Population:</u> There is the potential for the following cumulative impacts with this other development, if the Construction Phases were to overlap, as the footprint of both developments overlap:</p> <ul style="list-style-type: none"> Negative, Slight and Temporary impact on amenity; Negative, Slight to Moderate and Temporary on accessibility and severance of nearby sensitive receptors; Positive, Not Significant and Short-Term on employment; and Negative, Not Significant and Temporary on the local economy. <p>There is no potential for cumulative impacts during the Operational Phases of the developments.</p>	<p><u>Population:</u> The mitigation included in this EIAR is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p><u>Population:</u> Construction Phase: Neutral, Not Significant and Temporary for amenity, accessibility and severance and the local economy, and Positive, Not Significant and Short-Term for employment. Operational Phase: None</p>
				<p><u>Human Health:</u> There is the potential for cumulative impacts on the noise, air quality and traffic and transport health determinants, if the Construction Phases were to overlap. A very small number of residents on the northern fringe of Dunboyne may experience noise and dust emissions from both developments, and residents of small areas 167029001 and 167029015 may experience disruption to access west of Junction 5 of the M3. The significance of impact is assessed as Negative, Imperceptible and Temporary for each of these three determinants. No potential for cumulative Impacts on any health determinants during the Operational Phases.</p>	<p><u>Human Health:</u> No significant cumulative health impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p>	<p><u>Human Health:</u> Construction Phase: Negative, Imperceptible and Temporary Operational Phase: None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Air Quality:</u> There is no potential for cumulative impacts during the Construction and Operational Phases due to the distance between the two developments.</p>	<p><u>Air Quality:</u> None required</p>	<p><u>Air Quality:</u> None</p>
				<p><u>Noise and Vibration:</u> There will be no spatial overlap resulting from the two developments and therefore there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.</p>	<p><u>Noise and Vibration:</u> None required</p>	<p><u>Noise and Vibration:</u> None</p>
				<p><u>Biodiversity:</u> In considering the nature of the works, there is no potential for significant cumulative impacts on biodiversity during the Construction Phase of both developments. The impact is assessed as Negative, Not Significant and Short-Term. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p><u>Biodiversity:</u> None required</p>	<p><u>Biodiversity:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Soils and Geology:</u> There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p> <p><u>Hydrogeology:</u> There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p><u>Soils and Geology:</u> None required</p> <p><u>Hydrogeology:</u> None required</p>	<p><u>Soils and Geology:</u> None</p> <p><u>Hydrogeology:</u> None</p>
				<p><u>Hydrology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases, as although the developments are hydrologically connected, there is sufficient distance between them that impacts are not likely to occur.</p>	<p><u>Hydrology:</u> None required</p>	<p><u>Hydrology:</u> None</p>
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None required</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>
				<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R157 Road, due to cumulative construction traffic. There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p>	<p><u>Agronomy and Equine:</u> None required</p>	<p><u>Agronomy and Equine:</u> None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p>Waste: Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation.</p> <p>Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p>Waste: The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p>Waste: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p>Material Assets: There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments.</p>	<p>Material Assets: None required</p>	<p>Material Assets: None</p>
				<p>Landscape and Visual: There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.</p>	<p>Landscape and Visual: None required</p>	<p>Landscape and Visual: None</p>
1	22837 / 23136 - MCC	GDA Energy 4 Ltd Proposed development constitutes a new battery energy storage facility & synchronous condenser, with associated change of use on lands currently in agricultural use. The proposed development will comprise of rechargeable battery units with grid forming inverters contained within 253 no. 40 foot containers on site at Woodland, County Meath.	160m from Planning Application Boundary at Woodland Substation	<p>Population: There is the potential for the following cumulative impacts with this other development, if the Construction Phases were to overlap, as the footprint of both developments overlap:</p> <ul style="list-style-type: none"> Negative, Slight and Temporary impact on amenity; Negative, Slight to Moderate and Temporary on accessibility and severance of nearby sensitive receptors; Positive, Not Significant and Short-Term on employment; and Negative, Not Significant and Temporary on the local economy. <p>There is no potential for cumulative impacts during the Operational Phases of the developments.</p>	<p>Population: The mitigation included in this EIAR is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p>	<p>Population: Construction Phase: Neutral, Not Significant and Temporary for amenity, accessibility and severance and the local economy, and Positive, Not Significant and Short-Term for employment. Operational Phase: None</p>
				<p>Human Health: In considering the nature of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.</p>	<p>Human Health: None required</p>	<p>Human Health: None</p>
				<p>Air Quality: There is a Negligible to Medium risk of dust impacts as a result of the Proposed Development which is assessed as a Not Significant impact. Therefore, the potential impact of the two developments, in the event of Construction Phases overlapping is assessed as Negative, Not Significant and Short-Term. There is no potential for cumulative impacts during the Operational Phases.</p>	<p>Air Quality: Although there is no potential for significant cumulative impacts, the mitigation measures outlined in Chapter 7 (Air Quality) in Volume 2 the EIAR and also outlined in the CEMP (included as a standalone document in the planning application pack) will ensure that dust and particulate matter emissions are minimised. No additional mitigation measures are required.</p>	<p>Air Quality: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Noise and Vibration: There will be no spatial overlap resulting from the two developments and therefore there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.</p>	<p>Noise and Vibration: None required</p>	<p>Noise and Vibration: None</p>
				<p>Biodiversity: In considering the nature of the works, there is no potential for significant cumulative impacts on biodiversity during the Construction Phase of both developments. The impact is assessed as Negative, Not Significant and Short-Term.</p>	<p>Biodiversity: None required</p>	<p>Biodiversity: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				There is no potential for a cumulative impact during the Operational Phases of both developments.		
				<p><u>Soils and Geology:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as there are no geological heritage sites or contaminated land sites along the proposed route.</p> <p><u>Hydrogeology:</u> In considering the nature of the works, there is no potential for a cumulative impacts during the Construction and Operational Phases of both developments.</p>	<p><u>Soils and Geology:</u> None required.</p> <p><u>Hydrogeology:</u> None required</p>	<p><u>Soils and Geology:</u> None</p> <p><u>Hydrogeology:</u> None</p>
				<p><u>Hydrology:</u> In considering the nature of the works, there is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases.</p>	<p><u>Hydrology:</u> None required</p>	<p><u>Hydrology:</u> None</p>
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None required</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>
				<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R147, R154 and R125 Roads, due to cumulative construction traffic.</p> <p>There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed.</p> <p>Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p>	<p><u>Agronomy and Equine:</u> None required</p>	<p><u>Agronomy and Equine:</u> None</p>
				<p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation.</p> <p>Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p><u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented:</p> <p>In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p><u>Material Assets:</u> There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments.</p>	<p><u>Material Assets:</u> None required</p>	<p><u>Material Assets:</u> None</p>
				<p><u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, given the lack of spatial overlap between the two developments.</p>	<p><u>Landscape and Visual:</u> None required</p>	<p><u>Landscape and Visual:</u> None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
1	RA170873 / 23787 - MCC	South Meath Solar Farm Limited Solar farm including photovoltaic panels on ground mounted frames, inverter stations, 1 No. 110KV 4 Bay Electrical Substation at a site in the townlands of Vesingstown, Polleban and Harlockstown, Dunboyne, County Meath.	660m from the Planning Application Boundary for the proposed cable route	<p><u>Population:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as both developments are of sufficient distance away from each other to avoid any potential cumulative impacts related to population.</p>	<p><u>Population:</u> None required</p>	<p><u>Population:</u> None</p>
				<p><u>Human Health:</u> In considering the nature and distance of the works, there is no potential for cumulative impacts on human health during the Construction and Operational Phases of both developments.</p>	<p><u>Human Health:</u> None required</p>	<p><u>Human Health:</u> None</p>
				<p><u>Air Quality:</u> There is no potential for cumulative impacts during the Construction and Operational Phases due to the distance between the two developments.</p>	<p><u>Air Quality:</u> None required</p>	<p><u>Air Quality:</u> None</p>
				<p><u>Noise and Vibration:</u> There will be no spatial overlap resulting from the two developments and therefore there is no potential for cumulative noise and vibration impacts during the Construction or Operational Phases.</p>	<p><u>Noise and Vibration:</u> None required</p>	<p><u>Noise and Vibration:</u> None</p>
				<p><u>Biodiversity:</u> In considering the nature of the works, there is no potential for significant cumulative impacts on biodiversity during the Construction Phase of both developments. The impact is assessed as Negative, Not Significant and Short-Term. There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p><u>Biodiversity:</u> None required</p>	<p><u>Biodiversity:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Soils and Geology:</u> There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p><u>Soils and Geology:</u> None required</p>	<p><u>Soils and Geology:</u> None</p>
				<p><u>Hydrogeology:</u> There is no potential for a cumulative impacts during the Construction and Operational Phases of both developments, due to the distance between the two developments.</p>	<p><u>Hydrogeology:</u> None required</p>	<p><u>Hydrogeology:</u> None</p>
				<p><u>Hydrology:</u> There is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases, as although the developments are hydrologically connected, there is sufficient distance between them that impacts are not likely to occur.</p>	<p><u>Hydrology:</u> None required</p>	<p><u>Hydrology:</u> None</p>
				<p><u>Archaeology, Architectural and Cultural Heritage:</u> There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in this overlapping study area.</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None required</p>	<p><u>Archaeology, Architectural and Cultural Heritage:</u> None</p>
<p><u>Traffic:</u> There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap on the R147, R156 and R157 Roads, due to cumulative construction traffic. There is no potential for cumulative traffic impacts during the Operational Phases.</p>	<p><u>Traffic:</u> No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B</p>	<p><u>Traffic:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>				

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
					to the CEMP (included as a standalone document in the planning application pack).	
				<p><u>Agronomy and Equine:</u> There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as there will be no overlapping interaction with agricultural receptors.</p>	<p><u>Agronomy and Equine:</u> None required</p>	<p><u>Agronomy and Equine:</u> None</p>
				<p><u>Waste:</u> Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation. Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p><u>Waste:</u> The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p><u>Waste:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>
				<p><u>Material Assets:</u> There is no potential for Construction or Operational Phase cumulative impacts, given the lack of spatial overlap between the two developments.</p>	<p><u>Material Assets:</u> None required</p>	<p><u>Material Assets:</u> None</p>
				<p><u>Landscape and Visual:</u> There is no potential for cumulative impacts during the Construction and Operational Phases.</p>	<p><u>Landscape and Visual:</u> None required</p>	<p><u>Landscape and Visual:</u> None</p>
1	221550/ MCC	EirGrid PLC CP1194 Woodland Station 400kV Station Redevelopment. The development will consist of 1. Installation of outdoor Air Insulated Switchgear (AIS) electrical apparatus, including an associated extension to the hardstand compound (approximately 4 hectares) to facilitate same.	Overlaps with the Proposed Development at Woodland Substation	<p><u>Population:</u> No potential for cumulative impacts during the Construction and Operational Phases, as while both developments will share a portion of the same study area, there are no sensitive receptors located within this area.</p>	<p><u>Population:</u> None required</p>	<p><u>Population:</u> None</p>
				<p><u>Human Health:</u> There is no potential for cumulative impacts during the Construction and Operational Phases, as while both developments will share a portion of the same study area, there are no sensitive receptors located within this area. During the Operational Phase, both projects have been designed to comply with ICIRIP Guidelines on Limiting Exposure to EMF and so there will be no cumulative EMF impacts. There is no potential for other cumulative impacts during the Operational Phases.</p>	<p><u>Human Health:</u> None required</p>	<p><u>Human Health:</u> None</p>
				<p><u>Air Quality:</u> There is a Negligible to Medium risk of dust impacts as a result of the Proposed Development which is assessed as a Not Significant impact. Therefore, the potential impact of the two developments, in the event of Construction Phases overlapping is assessed as Negative, Not Significant and Short-Term. There is no potential for cumulative impacts during the Operational Phases.</p>	<p><u>Air Quality:</u> Although there is no potential for significant cumulative impacts, the mitigation measures outlined in Chapter 7 (Air Quality) in Volume 2 of the EIAR and also outlined in the CEMP (included as a standalone document in the planning application pack) will ensure that dust and particulate matter emissions are minimised. No additional mitigation measures are required.</p>	<p><u>Air Quality:</u> Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p><u>Noise and Vibration:</u> Although there is an overlap with CP1194 at the Woodland Substation, there is unlikely to be cumulative noise and vibration impacts during the Construction Phases because there are no sensitive receptors in this area. There is no potential for a cumulative noise and vibration impact during the Operational Phase of both developments.</p>	<p><u>Noise and Vibration:</u> None required</p>	<p><u>Noise and Vibration:</u> None</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p>Biodiversity: In considering the nature of the works, there is no potential for significant cumulative impacts on biodiversity during the Construction Phase of both developments. The impact is assessed as Negative, Not Significant and Short-Term.</p> <p>There is no potential for a cumulative impact during the Operational Phases of both developments.</p>	<p>Biodiversity: None required</p>	<p>Biodiversity: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Soils and Geology: There is no potential for cumulative impacts during the Construction and Operational Phases, as there are no geological heritage sites or contaminated land sites along the proposed route.</p> <p>Hydrogeology: In considering the nature of the works, there is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases.</p>	<p>Soils and Geology: None required</p> <p>Hydrogeology: None required</p>	<p>Soils and Geology: None</p> <p>Hydrogeology: None</p>
				<p>Hydrology: In considering the nature of the works, there is no potential for likely significant, direct or indirect cumulative impacts, in combination with the other development, on hydrology for both the Construction and Operational Phases.</p>	<p>Hydrology: None required</p>	<p>Hydrology: None</p>
				<p>Archaeology, Architectural and Cultural Heritage: There is no potential for cumulative impacts to arise during the Construction and Operational Phases as no impacts on archaeology, architectural and cultural heritage were assessed in the spatial overlap between the two developments.</p>	<p>Archaeology, Architectural and Cultural Heritage: None required</p>	<p>Archaeology, Architectural and Cultural Heritage: None</p>
				<p>Traffic: There is the potential for a Negative, Not Significant and Short-Term impact on traffic if Construction Phases were to overlap due to cumulative construction traffic on R125, R147, R154, R156, R157 and The Red Road. No significant cumulative impacts are anticipated as cumulative traffic will not be sufficient to trigger cumulative effects. The sensitivity of the area is negligible, being a rural unclassified road.</p>	<p>Traffic: No significant cumulative traffic impacts are predicted which will require mitigation. Therefore, no cumulative mitigation is proposed. Construction Phase traffic for the Proposed Development will be managed in line with a detailed Construction Traffic Management Plan, which will be adapted from the Construction Phase Traffic Management Plan included as Appendix B to the CEMP (included as a standalone document in the planning application pack).</p>	<p>Traffic: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: None</p>
				<p>Agronomy and Equine: There is no potential for cumulative impacts on agronomy and equine during the Construction and Operational Phases as overlaps between the two developments will occur within the footprint of the existing Woodland Substation.</p>	<p>Agronomy and Equine: None required</p>	<p>Agronomy and Equine: None</p>
				<p>Waste: Both developments will create surplus materials (e.g. soils, concrete and asphalt) which will require proper management and removal from the sites to be either treated as a waste or as a by-product (as appropriate and suitable for the material type, condition and quantity). In the event of overlapping Construction Phases, the waste from both developments could have a potentially Negative, Significant and Short-Term cumulative impact on the annual capacity of waste management facilities within the region during overlapping years, in the absence of any mitigation. Potential wastes associated with the Operational Phases for both developments are insignificant, and therefore, there are no significant cumulative impacts anticipated. The impact is therefore deemed as Neutral, Imperceptible and Long-Term.</p>	<p>Waste: The following measure, which is included in Chapter 16 (Waste) in Volume 2 of this EIAR will be implemented: In order to minimise the creation of waste, opportunities for reuse of materials (e.g. excavated material as fill) within both developments will be sought. Where there is remaining excess material, the potential for reuse as a by-product in accordance with Article 27 of the Waste Management Act will be investigated. Where material is unsuitable for either type of reuse, it will be treated as a waste. Appropriate handling, storage and management of any waste streams arising on either development will be managed in accordance with legislative requirements and best practice. No additional mitigation measures are required.</p>	<p>Waste: Construction Phase: Negative, Not Significant and Short-Term Operational Phase: Neutral, Imperceptible and Long-Term</p>

Tier	Application Reference / Planning Body	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure (at Nearest Point to the Planning Application Boundary)	Assessment of Cumulative Impact with Proposed Development	Proposed Mitigation Measures	Residual Cumulative Impact
				<p><u>Material Assets:</u> Given the minimal spatial overlap, there is limited potential for an overlap in interfaces with existing utilities requiring diversions during the Construction Phases of both developments. The potential impact is therefore assessed as Neutral, Imperceptible and Temporary. There is the potential for a Positive, Significant and Long-Term cumulative impact on the regional electricity network once both developments are operational.</p> <p><u>Landscape and Visual:</u> Visual cumulative impacts if Construction Phases were to overlap is deemed to be Neutral, Imperceptible and Short-Term, due to the notable intervening distance to the nearest visual receptors. Cumulative construction works on both developments would be transient in nature and would be similar in scale. For these reasons, the Construction Phase landscape cumulative impacts are deemed to be Negative, Slight and Short-Term. Due to the notable intervening distance to the nearest visual receptors, Operational Phase visual impacts are deemed to be Negative, Imperceptible and Permanent. As all permanent above ground Operational Phase structures will be within or immediately adjacent to the existing electrical infrastructure, thus Operational Phase landscape cumulative impacts are deemed to be Negative, Imperceptible and Permanent.</p>	<p><u>Material Assets:</u> The mitigation included in this EIAR and in the CEMP (included as a standalone documents in the planning application pack) is deemed sufficient to mitigate and / or manage the identified potential impacts. No additional mitigation measures are required.</p> <p><u>Landscape and Visual:</u> No significant cumulative landscape or visual impacts are predicted which will require mitigation. Therefore, no cumulative landscape or visual mitigation is proposed.</p>	<p><u>Material Assets:</u> Construction Phase: Neutral, Imperceptible and Temporary Operational Phase: Positive, Significant and Long-Term</p> <p><u>Landscape and Visual:</u> Construction Phase (visual): Neutral, Imperceptible and Short-Term Construction Phase (landscape): Negative, Slight and Short-Term Operational Phase: Negative, Imperceptible and Permanent</p>