Appendix A21.2
Stage 4 Specialist Assessments

Contents

Introduction

This appendix includes the topic assessments of cumulative impacts of the Proposed Scheme and other projects which were shortlisted at Stage 2 for more detailed assessment.

The following topics are not included in the assessment. This is either because the issues are assessed on a more regional basis, or that there were no likely significant potential cumulative effects identified for that topic (refer to Appendix 21.1 for further details):

- Traffic and Transport
- Climate
- Waste and Resources
- Risk of Major Accidents and / or Disasters
- Archaeological and Cultural Heritage
- Architectural Heritage
- Land, Soils, Geology and Hydrogeology
- Material Assets

Table A21.2.1 Stage 3 and 4: Air Quality (Construction Dust)

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3303/18	Dublin City Council	Permission for the development of a hotel on a site of c. 603 sq. m at Nos. 17,18 and 19 Moore Lane, Dublin 1. The development will consist of the provision of a seven storey over basement level hotel comprising 141 no. bedrooms and ancillary hotel facilities including public bar/licence restaurant, reception/foyer area, laundry room, storage, staff facilities, plant, etc.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3004/17	Dublin City Council	OUTLINE PERMISSION: The construction of a new apartment building of circa 860 sq. m gross floor area on the existing vacant service yard to the rear of 51/52 Bolton Street, Dublin 1, fronting onto Henrietta Place, to provide 9 apartments and associated ancillary areas.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2479/17	Dublin City Council	Development at this site of approx. 584.4 sq. m. The development will consist of: the demolition of existing single storey service garage and the construction of a 4 to 6 storey over basement 63 bedroom hotel.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4691/19	Dublin City Council	Permission for development of a shared living scheme (provision of no. 121 shared living units) over 3-5 storeys on this overall site of approx. 0.1572 ha comprising no. 16 Mountjoy Street and bounded by Mountjoy Street to the west, St. Mary's Place North to the south and Paradise Place to the east, Phibsborough, Dublin 7.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2107/16	Dublin City Council	PROTECTED STRUCTURE: A Wastewater Treatment Plant and associated infrastructure to treat waste and wastewater for an estimated to 4,000 Population Equivalent (PE) on a 0.08 Ha site. The proposed development comprises: (a) 1 no. Hydrolysis tank, 5 sq. m, with a maximum height of 6 m. (b) a 78 sq. m, Membrane Bioreactor Building with a maximum height of 6; (c) an Anaerobic Digestor, 37 sqm with a maximum height of 6m (c) 1 no. Treatment Building 180 sq. m, with a maximum height of 6.5m and other works necessary to facilitate the proposed development.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3789/17	Dublin City Council	PROTECTED STRUCTURE: A Treatment Plant and associated infrastructure to treat waste and wastewater for an estimated 4,000 Population Equivalent (PE) on a 0.08 Ha site. The facility will treat both hazardous and non hazardous waste and wastewater generated onsite during the normal operation of the hospital. The proposed development comprises: a) 1 no. Hydrolysis tank, 5 sq. m, with a maximum height of 6 m; b) A 78 sq. m Membrane Bioreactor Building with a maximum height of 6 m; c) An Anaerobic Digestor, 37 sq. m with a maximum height of 6 m; d) 1 no. Treatment Building, 180 sq. m, with a maximum height of 7 m and other works necessary to facilitate the proposed development.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3377/18	Dublin City Council	The proposed development will consist of the construction of a mixed use hotel and retail development comprising a part-three to part-four storey building onto Dorset Street Lower and a part-four to part-six storey building, with the sixth storey set back, over a single level basement, onto North Circular Road.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2951/17	Dublin City Council	Development at this site c. 0.18 ha. The proposed development comprises of the construction of a retail and student accommodation development comprising of a part-three to part-four storey building onto Dorset Street Lower, and a part-four to part-six no. storey building, with the fifth floor set back, over a single level basement, onto North Circular Road.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2935/20	Dublin City Council	PROTECTED STRUCTURE: Permission for a hotel development on Lands off Clonliffe Road (formerly part of the Holy Cross College Lands), Clonliffe Road, Drumcondra, Dublin 3.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4533/19	Dublin City Council	The development consists of the demolition of all 3 no. 2 storey buildings on the subject site (c. 508m2 GFA) and the construction of purpose built professionally managed student accommodation development with 122 no. bed spaces in 17 no. clusters and 15 no. studios. Fronting onto Upper Drumcondra Road.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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4105/15	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the provision of a total of 101 no. residential units, the part change of use and part conversion of existing Protected Structure and a new residential nursing home.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3405/19	Dublin City Council	Permission for an amendment to a permitted development (DCC Reg. Ref. 3269/10; ABP Ref. PL29N.238685, as extended by DCC Reg. Ref. 3269/10x01) on a site at Swords Road, Whitehall, Dublin 9. The proposed development comprises the rationalisation of the existing floor plans and amendments to the footprint increasing the number of apartment units within Block F to 76 no. units (7,226 sq. m). Block F will now comprise 27 no. 1 bedroom apartments, 43 no. 2 bedroom apartments and 6 no. 3 bedroom apartments and a communal room for residents measuring 111 sq. m.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
F18A/0306	Fingal County Council	Permission for the construction of 36 residential units consisting of 30 two storey houses and 6 number two bedroom apartments in a three storey block, with ancillary open spaces, boundary treatment and site works at Fosterstown North.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
F08A/1057/E1	Fingal County Council	A 7-year permission for development at this site. The proposed development comprises the construction of Pavilions Phase 3, a mixed-use town centre development amounting to c.272,637 sq. m. total Gross Floor Area (GFA) and accommodated in buildings ranging in height from 3 to 10 storeys over three levels of enclosed basement car parking, with an associated network of open, sheltered and enclosed streets and spaces.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2574/20	Dublin City Council	The development will consist of the demolition of the existing warehouse structure and construction of a new building consisting of 30 no. apartments. No. 9 - 11 Wellington Street Lower, Dublin 1	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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2556/20	Dublin City Council	The development will consist of the demolition of No. 10 and No. 11 Belvedere Court and construction of 14 No. 2 bedroom apartments, in one four storey block. 10 & 11, Belvedere Court, Dublin 1	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2930/20	Dublin City Council	Permission for development at a site at No's 194, 196, 198 Clonliffe Road Drumcondra, Dublin 3, bounded in part by Clonliffe Road and by Holy Cross Avenue. The development will consist of the demolition of existing derelict two-storey house, No.198 Clonliffe Road and construction of a part three-storey and part four-storey apartment block, forming a new streetscape to Clonliffe Road and to Holy Cross Avenue, to contain 36 apartments.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2543/21	Dublin City Council	Permission for development, consisting of modifications to a permitted mixed use development under Refs. 2713/17 and 2737/19, known as "Santry Place" located at Santry Avenue and Swords Road, Santry, Dublin 9. Permission is sought to demolish the remainder of an existing warehouse (1,758m2) and the construction of 3 no. 7-10 storey buildings (Blocks D, E, & F) accommodating residential, commercial and office uses.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3665/15	DCC	Development at a site of circa 2.02 hectares comprising lands at the southern part of the former Printworks/ Smurfit Site, adjoining the rear of properties on Iona Road and Iona Park. The site also includes some 0.0235 Ha (c.235 sq. m) of public footpath, along Botanic Road (total c.2.04 Ha). The proposed development consists of the construction of a residential scheme comprising 131 no. residential units, together with a café, childcare facility and ancillary development above and below ground (c. 17,644 sq. m gross floor area plus a semi-basement car-park of c. 2,525 sq. m).	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
2863/21	DCC	PROTECTED STRUCTURE: Dublin Central GP Limited intends to apply for Permission for a period of 15 years at a site, 'Dublin Central - Site 5' (c. 0.18 Ha) at No. 22 - 25 Moore Street, No. 13 Moore Lane, No. 14 Moore Lane.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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3167/21	DCC	Planning permission for the development will consist of the demolition of the existing warehouse structure and construction of a new building consisting of 21 no. apartments	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3400/21	DCC	For permission for development and permission for retention of development at the Mater Misericordiae University Hospital, Eccles Street, Dublin 7. The development consists of a seven to nine storey covid emergency extension block.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
F21A/0227	FCC	Permission for the change of use of an existing karting motor racing track to a car rental storage car park and maintenance/cleaning facility on a site of 2.99 hectares.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
F21A/0100	FCC	A new link road from the roundabout to the south of Lakeshore Drive, Crowcastle, Swords, Co Dublin that will be constructed to a length of approximately 29om. The road will incorporate lighting, drainage, footpaths and cycle tracks. The proposed development has hydrological connectivity to a Natura 2000 Site. A Natura Impact Statement (NIS) can be viewed alongside the planning application.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
F20A/0638	FCC	The proposed development shall consist of a new standalone 8-12 -storey hotel	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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F20A/0636	FCC	The proposed development shall consist of the construction of a 1-6 storey extension (over lower ground) to the existing hotel	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3040/22	DCC	Fitzwilliam Real Estate Developments Ltd intends to apply for permission for development at this site of c.0.568 hectares at: No. 97 Middle Abbey Street, Dublin 1; 16/17 Prince's Street North, Dublin 1; the area previously known as Nos. 19/25 Prince's St	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
F21A/0518	FCC	Planning permission for development which will consist of alterations to section of the existing internal road network and associated works, on the Departures routes to and from the Terminal 1 and Terminal 2 forecourts in the townlands of Corballis and Collinstown, Dublin Airport, Co. Dublin.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
3546/22	DCC	The proposed development will consist of the demolition of the existing three-storey commercial building and the construction of a nine-storey over basement level mixed-use building consisting of 1 no. commercial unit (public house) at ground floor level.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4009/22	DCC	The proposed mixed-use development will consist of the construction of an 11-storey (with 9th and 10th floors set back) over shared basement hotel building fronting Abbey Street comprising 252 No. bedrooms and related hotel facilities .	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

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F23A/0083	FCC	The development will consist of the demolition and reinstatement of existing hotel at ground floor level, internal alterations to the existing hotel floorspace at ground and first floor level and the demolition of an existing ESB substation. The development will also consist of the construction of a 4 storey hotel extension of the existing hotel building, comprising 55 No. hotel bedrooms, a plant room and store rooms. The proposed development will result in a total of 182 No. hotel bedrooms.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
F23A/0084	FCC	The proposed development comprises of the demolition of existing 2-storey storey dwelling and the construction of 13 no. warehousing units with ancillary office space within 5 no. two-storey blocks.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
F22A/0687	FCC	Permission for development that will supersede part of planning permission Reg. Ref.: F18A/0306 adjoining to the west resulting in the omission of 8 no. apartments as permitted. The development will consist of the demolition of existing residential dwelling Hollytree House and the construction of 85 no. residential apartments within a 5 - 8 no. storey (over undercroft) building, with all apartments served by private terrace or balcony. Access shall be via internal road branching south from Boroimhe Link Road L2300 serving permitted development Reg. Ref.: F18A/0306 adjoining to the west. 4.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
F23A/0048	FCC	The development will consist of the demolition of an existing single storey element and the construction of a replacement 5 storey extension to the rear of the existing Crowne Plaza Hotel. The development will include a service yard, kitchen and stores at ground floor level, with hotel accommodation above at first to fourth floor levels. The proposed development will result in a total of 269 no. bedrooms (compared to the 209 no. existing bedrooms).	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
4535/22	DCC	PROTECTED STRUCTURE: The development will consist of a new 4 storey building of 6 apartments comprising 1 no. two bed apartment and 5 no. 1 bed apartments and the part demolition of existing boundary wall & gateway onto Frederick Lane North. No alterations are proposed to the existing protected structure itself.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
4568/22	DCC	Planning permission is sought for the demolition of existing three-storey building containing 2 commercial units at ground level and 2 three-bed apartments at upper levels fronting Bolton Street and a single storey shed fronting Henrietta Lane; and the construction of a residential/commercial development in two blocks consisting of: 1 no. commercial unit at ground floor with an area of 51m2, 1 no. two-bed apartment and 6 no. one-bed apartments in five-storey block with setback at upper floor level fronting Bolton Street, and 5 no. two-bed apartments, 7 no. one-bed apartments, and 3 no. studio units, in four storey block with setbacks at upper floors fronting Henrietta Lane; the development contains a total of 22 apartments.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
5126/22	DCC	PROTECTED STRUCTURE: The proposed development comprises a mixed-use scheme ranging in height from 2 – 8 storeys over single level basements including a new street between O'Connell Street Upper and Moore Lane, a new controlled Laneway from Moore Lane (adjacent No. 42 O'Connell Street Upper – a Protected Structure).	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
307011	DCC	Demolition of existing structures, Construction of 324 Apartments. Lands to the northeast of Omi Park Shopping Centre, Swords Road, Santry, Dublin 9	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
306987	DCC	120 Apartments. Former Swiss Cottage lands, Swords Road, Santry, Dublin 9	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
308366	Fingal	278 Apartments. Fosterstown North	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
303358	DCC	Demolition of existing single storey licenced premises on site, construction of 112 no. Build to Rent units, cafe/retail/restaurant and associated site works.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
313331	FCC	645 no. apartments, creche and associated site works.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
310860	DCC	1,614 no. Build to Rent apartments, and associated site works	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
LRD6021/22-S3A	DCC	Amendments to the permitted Strategic Housing Development ABP Ref: 306721-20. Amendments consist of replacing 'Hit & Miss' brickwork at ground floor level with openings with feature grills to meet fire safety ventilation requirements to car park; amendments to windows and finishes.	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP08		DART+ Programme West	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP12		DART+ Programme South West	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP17		LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP32		MetroLink	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP33		Greater Dublin Drainage (GDD)	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
D1		Dublin BusConnects: CBC 0304 Ballymun-Finglas	Residential receptors identified within 350m of the planned development. PM10 background concentrations across Dublin reviewed as part of assessment of dust impact on human health. Nationally/internationally designated sites within 20m/50m of planned developments assessed. Construction - pre-mitigation significant effects expected due to planned development in isolation - it follows that a significant cumulative impact is expected.	The Proposed Scheme will have dust mitigation measures in place as part of the CEMP. The planned development will require similar measures.	Construction - no significant residual effects post mitigation. Neutral overall.	Worst-case assumptions made based on professional judgement regarding construction vehicles, building volumes and construction materials. This data is unavailable while development is in planning stage.

Table A21.2.2 Stage 3 and 4: Noise and Vibration

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3303/18	Dublin City Council	Permission for the development of a hotel on a site of c. 603 sq. m at Nos. 17,18 and 19 Moore Lane, Dublin 1. The development will consist of the provision of a seven storey over basement level hotel comprising 141 no. bedrooms and ancillary hotel facilities including public bar/licence restaurant, reception/foyer area, laundry room, storage, staff facilities, plant, etc.	The highest noise impacts associated with the Proposed Scheme are calculated at Noise Sensitive Locations (NSLs) along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
4691/19	Dublin City Council	Permission for development of a shared living scheme (provision of no. 121 shared living units) over 3-5 storeys on this overall site of approx. 0.1572 ha comprising no. 16 Mountjoy Street and bounded by Mountjoy Street to the west, St. Mary's Place North to the south and Paradise Place to the east, Phibsborough, Dublin 7.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3377/18	Dublin City Council	The proposed development will consist of the construction of a mixed use hotel and retail development comprising a part-three to part-four storey building onto Dorset Street Lower and a part-four to part-six storey building, with the sixth storey set back, over a single level basement, onto North Circular Road.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2951/17	Dublin City Council	Development at this site c. 0.18 ha. The proposed development comprises of the construction of a retail and student accommodation development comprising of a part-three to part-four storey building onto Dorset Street Lower, and a part-four to part-six no. storey building, with the fifth floor set back, over a single level basement, onto North Circular Road.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
4533/19	Dublin City Council	The development consists of the demolition of all 3 no. 2 storey buildings on the subject site (c. 508m2 GFA) and the construction of purpose built professionally managed student accommodation development with 122 no. bed spaces in 17 no. clusters and 15 no. studios. Fronting onto Upper Drumcondra Road.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3405/19	Dublin City Council	Permission for an amendment to a permitted development (DCC Reg. Ref. 3269/10; ABP Ref. PL29N.238685, as extended by DCC Reg. Ref. 3269/10x01) on a site at Swords Road, Whitehall, Dublin 9. The proposed development comprises the rationalisation of the existing floor plans and amendments to the footprint increasing the number of apartment units within Block F to 76 no. units (7,226 sq. m). Block F will now comprise 27 no. 1 bedroom apartments, 43 no. 2 bedroom apartments and 6 no. 3 bedroom apartments and a communal room for residents measuring 111 sq. m.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
F18A/0306	Fingal County Council	Permission for the construction of 36 residential units consisting of 30 two storey houses and 6 number two bedroom apartments in a three storey block, with ancillary open spaces, boundary treatment and site works at Fosterstown North.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2574/20	Dublin City Council	The development will consist of the demolition of the existing warehouse structure and construction of a new building consisting of 30 no. apartments. No. 9 - 11 Wellington Street Lower, Dublin 1	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

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2543/21	Dublin City Council	Permission for development, consisting of modifications to a permitted mixed use development under Refs. 2713/17 and 2737/19, known as "Santry Place" located at Santry Avenue and Swords Road, Santry, Dublin 9. Permission is sought to demolish the remainder of an existing warehouse (1,758m2) and the construction of 3 no. 7-10 storey buildings (Blocks D, E, & F) accommodating residential, commercial and office uses.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
2863/21	DCC	PROTECTED STRUCTURE: Dublin Central GP Limited intends to apply for Permission for a period of 15 years at a site, 'Dublin Central - Site 5' (c. 0.18 Ha) at No. 22 - 25 Moore Street, No. 13 Moore Lane, No. 14 Moore Lane.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3167/21	DCC	Planning permission for the development will consist of the demolition of the existing warehouse structure and construction of a new building consisting of 21 no. apartments	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
3400/21	DCC	For permission for development and permission for retention of development at the Mater Misericordiae University Hospital, Eccles Street, Dublin 7. The development consists of a seven to nine storey covid emergency extension block.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

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F21A/0227	FCC	Permission for the change of use of an existing karting motor racing track to a car rental storage car park and maintenance/cleaning facility on a site of 2.99 hectares.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
F20A/0638	FCC	The proposed development shall consist of a new standalone 8-12 -storey hotel	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
F20A/0636	FCC	The proposed development shall consist of the construction of a 1-6 storey extension (over lower ground) to the existing hotel	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
F23A/0083	FCC	The development will consist of the demolition and reinstatement of existing hotel at ground floor level, internal alterations to the existing hotel floorspace at ground and first floor level and the demolition of an existing ESB substation. The development will also consist of the construction of a 4 storey hotel extension of the existing hotel building, comprising 55 No. hotel bedrooms, a plant room and store rooms. The proposed development will result in a total of 182 No. hotel bedrooms.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time. Development immediately adjacent to scheme with potential significant cumulative impacts	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

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F23A/0084	FCC	The proposed development comprises of the demolition of existing 2-storey storey dwelling and the construction of 13 no. warehousing units with ancillary office space within 5 no. two-storey blocks.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time. Development immediately adjacent to scheme with potential significant cumulative impacts	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
F22A/0687	FCC	Permission for development that will supersede part of planning permission Reg. Ref.: F18A/0306 adjoining to the west resulting in the omission of 8 no. apartments as permitted. The development will consist of the demolition of existing residential dwelling Hollytree House and the construction of 85 no. residential apartments within a 5 - 8 no. storey (over undercroft) building, with all apartments served by private terrace or balcony. Access shall be via internal road branching south from Boroimhe Link Road L2300 serving permitted development Reg. Ref.: F18A/0306 adjoining to the west. 4.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time. Development immediately adjacent to scheme with potential significant cumulative impacts	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
4535/22	DCC	PROTECTED STRUCTURE: The development will consist of a new 4 storey building of 6 apartments comprising 1 no. two bed apartment and 5 no. 1 bed apartments and the part demolition of existing boundary wall & gateway onto Frederick Lane North. No alterations are proposed to the existing protected structure itself.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
4568/22	DCC	Planning permission is sought for the demolition of existing three-storey building containing 2 commercial units at ground level and 2 three-bed apartments at upper levels fronting Bolton Street and a single storey shed fronting Henrietta Lane; and the construction of a residential/commercial development in two blocks consisting of: 1 no. commercial unit at ground floor with an area of 51m2, 1 no. two-bed apartment and 6 no. one-bed apartments in five-storey block with setback at upper floor level fronting Bolton Street, and 5 no. two-bed apartments, 7 no. one-bed apartments, and 3 no. studio units, in four storey block with setbacks at upper floors fronting Henrietta Lane; the development contains a total of 22 apartments.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

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5126/22	DCC	PROTECTED STRUCTURE: The proposed development comprises a mixed-use scheme ranging in height from 2 – 8 storeys over single level basements including a new street between O'Connell Street Upper and Moore Lane, a new controlled Laneway from Moore Lane (adjacent No. 42 O'Connell Street Upper – a Protected Structure).	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
307011	DCC	Demolition of existing structures, Construction of 324 Apartments. Lands to the northeast of Omi Park Shopping Centre, Swords Road, Santry, Dublin 9	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
306987	DCC	120 Apartments. Former Swiss Cottage lands, Swords Road, Santry, Dublin 9	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
308366	Fingal	278 Apartments. Fosterstown North	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
303358	DCC	Demolition of existing single storey licensed premises on site, construction of 112 no. Build to Rent units, cafe/retail/restaurant and associated site works.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
313331	FCC	645 no. apartments, creche and associated site works.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
313289	DCC	472 no. apartments, creche and associated site works.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
314253	FCC	7 year permission for 219 no. apartments, creche and all associated site works.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time. Development immediately adjacent to scheme with potential significant cumulative impacts	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
LRD6021/22-S3A	DCC	Amendments to the permitted Strategic Housing Development ABP Ref: 306721-20. Amendments consist of replacing 'Hit & Miss' brickwork at ground floor level with openings with feature grills to meet fire safety ventilation requirements to car park; amendments to windows and finishes.	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No significant residual cumulative effects post mitigation.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP32		MetroLink	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Proximity of planned development is adjacent to proposed development and NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time. Development immediately adjacent to scheme with potential significant cumulative impacts	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. Potential for residual cumulative effects post mitigation dominated by Metrolink Scheme.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP33		Greater Dublin Drainage (GDD)	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Small element of planned development is adjacent to proposed development, NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No residual cumulative effects post mitigation dominated by Metrolink Scheme.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	The highest noise impacts associated with the Proposed Scheme are calculated at NSLs along the immediate boundary of the proposed construction works (typically within 50m of a specific working area). Due to the linear nature of works associated with the Proposed Scheme, construction noise impacts will occur over temporary periods at any one location. Construction activities associated with the Proposed Scheme will therefore dominate noise levels at the closest NSLs to the Proposed Scheme when occurring in their proximity. Small element of planned development is adjacent to proposed development, NSLs adjacent to both have potential to experience cumulative impacts if construction occurs at same time.	To ensure that construction activities associated with the Proposed Scheme are controlled at the closest NSLs, a series of mitigation measures will be implemented throughout the construction phase. These measures are set out in Section 9.5.1. of Chapter 9 (Noise and Vibration) and the Construction Environmental Management Plan CEMP (Appendix 5.1 in Volume 3 of the EIAR) for the Proposed Scheme. The planned development will require similar measures.	Magnitude of noise impacts will be dominated by Proposed Scheme and therefore as described for the Proposed Scheme alone in Section 9.4.3 of Chapter 9 (Noise and Vibration). Potential for temporary increase in cumulative construction noise if both occur at same time. No residual cumulative effects post mitigation dominated by Metrolink Scheme.	Assumptions made based on professional judgement. Detailed data on third party project construction programmes, mitigation and environmental management proposals are not available to inform detailed assessment. It is assumed that third party contractors will also developers will use specific noise abatement measures where reasonably practicable and comply with the recommendations of BS 5228–1 and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).

Table A21.2.3 Stage 3 and 4: Population

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
4533/19	Dublin City Council	The development consists of the demolition of all 3 no. 2 storey buildings on the subject site (c. 508m2 GFA) and the construction of purpose built professionally managed student accommodation development with 122 no. bed spaces in 17 no. clusters and 15 no. studios. Fronting onto Upper Drumcondra Road.	Construction Land-take is not required at this location for construction of the Proposed Scheme. Site compound of the application is yet to be decided, and the commencement of construction is unknown at present, therefore it is assumed as a worst-case that construction of both developments will occur at the same time. Constructing both developments at once has the potential to bring cumulative impacts during a temporary period. Operation The operation of the Proposed Scheme and this application proposal are not expected to bring any cumulative impacts on land-take, and accessibility is expected to improve as a result of the BusConnects scheme. The cumulative impact on Amenity is unlikely to be negatively affected during operation of both schemes - a positive impact is expected.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately.	No significant cumulative impacts	
3405/19	Dublin City Council	Permission for an amendment to a permitted development (DCC Reg. Ref. 3269/10; ABP Ref. PL29N.238685, as extended by DCC Reg. Ref. 3269/10x01) on a site at Swords Road, Whitehall, Dublin 9. The proposed development comprises the rationalisation of the existing floor plans and amendments to the footprint increasing the number of apartment units within Block F to 76 no. units (7,226 sq. m). Block F will now comprise 27 no. 1 bedroom apartments, 43 no. 2 bedroom apartments and 6 no. 3 bedroom apartments and a communal room for residents measuring 111 sq. m.	Construction Land-take is not required at this location for construction of the Proposed Scheme. Site compound of the application is yet to be decided, and the commencement of construction is unknown at present, therefore it is assumed as a worst-case that construction of both developments will occur at the same time. Constructing both developments at once has the potential to bring cumulative impacts during a temporary period. Operation The operation of the Proposed Scheme and this application proposal are not expected to bring any cumulative impacts on land-take, and accessibility is expected to improve as a result of the BusConnects scheme. The cumulative impact on Amenity is unlikely to be negatively affected during operation of both schemes - a positive impact is expected.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately.	No significant cumulative impacts	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3966/20	DCC	The proposed development seeks permission for a 12 no. storey (c. 37.8m) over partial basement level (c. 6,107 sq. m. in total), "Build to Rent" Shared Accommodation development.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Planning permission has been granted to the developer. However, it is unclear if there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts (as stated within the route's associated Amenity Assessment) of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed development's residents. Given this, and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
F23A/0023	FCC	The development will consist of a 2-storey airside operations building accommodating a passenger reception centre for airside emergency incidents and primary support function for the airport to include operations, maintenance and storage facilities required for the airfield's foreign object debris and snow bases.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction The planning authority has requested additional information from the developer. Therefore, it is unclear if there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts on nearby receptors of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed hospital extension's users, visitors and employees. Given this, and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.
F23A/0083	FCC	The development will consist of the demolition and reinstatement of existing hotel at ground floor level, internal alterations to the existing hotel floorspace at ground and first floor level and the demolition of an existing ESB substation. The development will also consist of the construction of a 4 storey hotel extension of the existing hotel building, comprising 55 No. hotel bedrooms, a plant room and store rooms. The proposed development will result in a total of 182 No. hotel bedrooms.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. Furthermore, there is overlap in the developments' land takes. Therefore, there is potential for cumulative impacts on land take at construction stage. However, there are no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage. Therefore, no cumulative impacts on amenity at construction stage are expected. Operation Given that the two proposals' permanent land takes overlap, there is potential for cumulative impacts on land take during the operation stage. However no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified. Therefore there is no potential for cumulative impacts on amenity during the operation stage. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed hotel's visitors and employees. Therefore, there is potential for positive cumulative impacts at operation stage as well as the previously highlighted potential negative cumulative impacts.	Construction To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent. Operation Communication with the third party developers will need to be undertaken to determine whether the overlap in land take for the application site and the BusConnects corridor will have an impact.	Construction No significant residual cumulative impacts at construction stage (over and above the impacts outlined within the corridor's EIAR) are anticipated. Operation Residual cumulative impacts at operation stage are anticipated to be positive.	It is unclear if there will be temporal overlap in the two developments' construction phases.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
F23A/0084	FCC	The proposed development comprises of the demolition of existing 2-storey storey dwelling and the construction of 13 no. warehousing units with ancillary office space within 5 no. two-storey blocks.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. Furthermore, there is overlap in the developments' land takes. Therefore, there is potential for cumulative impacts on land take at construction stage. However, there are no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage. Therefore, no cumulative impacts on amenity at construction stage are expected. Operation Given that the two proposals' permanent land takes overlap, there is potential for cumulative impacts on land take during the operation stage. However no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified. Therefore there is no potential for cumulative impacts on amenity during the operation stage. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed warehouses' employees. Therefore, there is potential for positive cumulative impacts at operation stage as well as the previously highlighted potential negative cumulative impacts.	Construction To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent. Operation Communication with the third party developers will need to be undertaken to determine whether the overlap in land take for the application site and the BusConnects corridor will have an impact.	Construction No significant residual cumulative impacts at construction stage (over and above the impacts outlined within the corridor's EIAR) are anticipated. Operation Residual cumulative impacts at operation stage are anticipated to be positive.	It is unclear if there will be temporal overlap in the two developments' construction phases.
F22A/0687	FCC	Permission for development that will supersede part of planning permission Reg. Ref.: F18A/0306 adjoining to the west resulting in the omission of 8 no. apartments as permitted. The development will consist of the demolition of existing residential dwelling Hollytree House and the construction of 85 no. residential apartments within a 5 - 8 no. storey (over undercroft) building, with all apartments served by private terrace or balcony. Access shall be via internal road branching south from Boroimhe Link Road L2300 serving permitted development Reg. Ref.: F18A/0306 adjoining to the west. 4.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. Furthermore, there is overlap in the developments' land takes. Therefore, there is potential for cumulative impacts on land take at construction stage. However, there are no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage. Therefore, no cumulative impacts on amenity at construction stage are expected. Operation Given that the two proposals' permanent land takes overlap, there is potential for cumulative impacts on land take during the operation stage. However no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified. Therefore there is no potential for cumulative impacts on amenity during the operation stage. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed site's residents. Therefore, there is potential for positive cumulative impacts at operation stage as well as the previously highlighted potential negative cumulative impacts.	Construction To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent. Operation Communication with the third party developers will need to be undertaken to determine whether the overlap in land take for the application site and the BusConnects corridor will have an impact.	Construction No significant residual cumulative impacts at construction stage (over and above the impacts outlined within the corridor's EIAR) are anticipated. Operation Residual cumulative impacts at operation stage are anticipated to be positive.	It is unclear if there will be temporal overlap in the two developments' construction phases.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
F22A/0682	FCC	Alterations to the Dublin Port to Dublin Airport fuel pipeline previously approved under Reg. Ref. F15A/0141. 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 south of the Eastlands Car Hire Compound, along the western boundary of Eastlands Car Hire Compound where it will connect to the approved route. The proposed development will reduce the length of the pipeline in that area from 1,434m to 1,216m.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. Furthermore, there is overlap in the developments' land takes. Therefore, there is potential for cumulative impacts on land take at construction stage. However, there are no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage. Therefore, no cumulative impacts on amenity at construction stage are expected. Operation Given that the two proposals' permanent land takes overlap, there is potential for cumulative impacts on land take during the operation stage. However no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified. Therefore there is no potential for cumulative impacts on amenity during the operation stage.	Construction To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent. Operation Communication with the third party developers will need to be undertaken to determine whether the overlap in land take for the application site and the BusConnects corridor will have an impact.	Construction No significant residual cumulative impacts at construction stage (over and above the impacts outlined within the corridor's EIAR) are anticipated. Operation Residual cumulative impacts at operation stage are anticipated to be positive.	It is unclear if there will be temporal overlap in the two developments' construction phases.
F23A/0048	FCC	The development will consist of the demolition of an existing single storey element and the construction of a replacement 5 storey extension to the rear of the existing Crowne Plaza Hotel. The development will include a service yard, kitchen and stores at ground floor level, with hotel accommodation above at first to fourth floor levels. The proposed development will result in a total of 269 no. bedrooms (compared to the 209 no. existing bedrooms).	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts on nearby receptors of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed hotel's visitors and employees. Given this and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
F22A/0415	FCC	The development will consist of a Healthcare Facility across three storeys over a lower ground floor level car park and all ancillary site works on a site of 2.4 ha.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction At this point, it is not clear if the development will proceed. Therefore, it is unclear if there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts on nearby receptors of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed health centre's visitors and employees. Given this and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.
4535/22	DCC	PROTECTED STRUCTURE: The development will consist of a new 4 storey building of 6 apartments comprising 1 no. two bed apartment and 5 no. 1 bed apartments and the part demolition of existing boundary wall & gateway onto Frederick Lane North. No alterations are proposed to the existing protected structure itself.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes, therefore no cumulative impacts on land take are anticipated at construction stage. As indicated within the corridor's EIAR, there is potential for negative amenity impacts on the Rotunda Hospital receptor. As such, given the scale of this development and its adjacency to this receptor, there is the potential of cumulative negative amenity impacts at construction stage. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts on nearby receptors of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed site's residents. Given this and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
4568/22	DCC	Planning permission is sought for the demolition of existing three-storey building containing 2 commercial units at ground level and 2 three-bed apartments at upper levels fronting Bolton Street and a single storey shed fronting Henrietta Lane; and the construction of a residential/commercial development in two blocks consisting of: 1 no. commercial unit at ground floor with an area of 51m2, 1 no. two-bed apartment and 6 no. one-bed apartments in five-storey block with setback at upper floor level fronting Bolton Street, and 5 no. two-bed apartments, 7 no. one-bed apartments, and 3 no. studio units, in four storey block with setbacks at upper floors fronting Henrietta Lane; the development contains a total of 22 apartments.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Permission has been granted for the development; however it is unclear when the construction stage will begin. Therefore, it is unclear if there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts on nearby receptors of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed site's residents, visitors and employees. Given this and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.
4880/22	DCC	The proposed development will consist of a hotel development consisting of the demolition of the existing 3 No. storey Eircom structure to the rear of No. 97 Middle Abbey Street, rooftop stairwell enclosures and of the existing rear extensions No. 97 Middle Abbey Street, decommissioning and demolition of the top three open-air levels of the Arnotts' car park; and the development of a 9 no. storey (with setbacks) over basement element fronting William's Lane, a 3 no. storey (with setbacks) element above Arnotts' car park and 2 no. storey (with setback) element above Arnotts store, to provide hotel (254 no. bedrooms and related ancillary hotel facilities and restaurant uses).	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts on nearby receptors of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed site's visitors and employees. Given this and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.

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5126/22	DCC	PROTECTED STRUCTURE: The proposed development comprises a mixed-use scheme ranging in height from 2 – 8 storeys over single level basements including a new street between O'Connell Street Upper and Moore Lane, a new controlled Laneway from Moore Lane (adjacent No. 42 O'Connell Street Upper – a Protected Structure).	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes, therefore no cumulative impacts on land take are anticipated at construction stage. As indicated within the corridor's EIAR, there is potential for negative amenity impacts on the Rotunda Hospital receptor. As such, given the scale of this development and its proximity to this receptor, there is the potential of cumulative negative amenity impacts at construction stage. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts on nearby receptors of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed site's residents. Given this and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.
307011	DCC	Demolition of existing structures, Construction of 324 Apartments. Lands to the northeast of Omi Park Shopping Centre, Swords Road, Santry, Dublin 9	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation Some BusConnects land take is expected into the application development area - however this is noted in the application by the third party developer and the area is being kept building free therefore no cumulative impacts expected	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately.	No significant cumulative impacts	
308366	Fingal	278 Apartments. Fosterstown North	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation No cumulative impacts expected	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately.	No significant cumulative impacts	In close proximity to application ref 313331

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
313331	FCC	645 no. apartments, creche and associated site works.	Construction Constructing both the Proposed Scheme and this development at the same time has the potential to result in significant impacts in the immediate vicinity of works during a temporary period. Operation There looks to be some overlap in land take between this application and the Proposed Scheme. The application proposes a left-in left-out access onto R132 Dublin Road.	Construction As outlined in Section 5.9 of this EIAR, liaison with third-party developers will take place on a case-by-case basis, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately. Operation Communication with the third party developers will need to be undertaken to determine whether the proposed access for the application site and the BusConnects corridor can find a medium.	No significant cumulative impacts	In close proximity to application ref 308366
310860	DCC	1,614 no. Build to Rent apartments, and associated site works	Construction Site Compounds for the application site are proposed to be within the site boundary, therefore once construction traffic enters the site, an impact should not occur. The commencement of construction is unknown at present, but is expected to last 5 years, therefore it is assumed as a worst-case that construction of both developments will occur at the same time. Constructing both the Proposed Scheme and this development at the same time has the potential to bring about impacts on amenity in the immediate vicinity of works during a temporary period. A cumulative impact could potentially occur during construction with no mitigation. Operation The operation of the Proposed Scheme and this application proposal are not expected to bring any cumulative impacts on land-take, and accessibility is expected to improve as a result of the BusConnects scheme. The cumulative impact on Amenity is unlikely to be negatively affected during operation of both schemes - a positive impact is expected.	Construction To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent.	No significant cumulative impacts	Assumed that direct interfaces with BusConnects and development access will be designed appropriately

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
313289	DCC	472 no. apartments, creche and associated site works.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Permission has been granted for the development; however it is unclear when the construction stage will begin. Therefore, it is unclear if there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. Furthermore, there is overlap in the developments' land takes. Therefore, there is potential for cumulative impacts on land take at construction stage. However, there are no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage. Therefore, no cumulative impacts on amenity at construction stage are expected. Operation Given that the two proposals' permanent land takes overlap, there is potential for cumulative impacts on land take during the operation stage. However no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified. Therefore there is no potential for cumulative impacts on amenity during the operation stage. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed hotel's visitors and employees. Therefore, there is potential for positive cumulative impacts at operation stage as well as the previously highlighted potential negative cumulative impacts.	Construction To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent. Operation Communication with the third party developers will need to be undertaken to determine whether the overlap in land take for the application site and the BusConnects corridor will have an impact.	Construction No significant residual cumulative impacts at construction stage (over and above the impacts outlined within the corridor's EIAR) are anticipated. Operation Residual cumulative impacts at operation stage are anticipated to be positive.	It is unclear if there will be temporal overlap in the two developments' construction phases.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
313179	FCC	268 no. Build to Rent apartments, creche and associated site works.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Permission has been granted for the development; however it is unclear when the construction stage will begin. Therefore, it is unclear if there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there will be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts on nearby receptors of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Furthermore, given its significant scale, the other development may enable greater demand for the BusConnect corridor through the proposed site's residents and employees. Given this and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.
313223	FCC	Demolition of the existing buildings, construction of 146 no. apartments, creche and associated site works.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts on nearby receptors of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed site's residents and employees. Given this and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.

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313317	FCC	255 no. apartments, creche and associated site works.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts on nearby receptors of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed site's residents and employees. Given this and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.
314253	FCC	7 year permission for 219 no. apartments, creche and all associated site works.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Permission has been granted for the development; however it is unclear when the construction stage will begin. Therefore, it is unclear if there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there shall be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. Furthermore, there is overlap in the developments' land takes. Therefore, there is potential for cumulative impacts on land take at construction stage. However, there are no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage. Therefore, no cumulative impacts on amenity at construction stage are expected. Operation Given that the two proposals' permanent land takes overlap, there is potential for cumulative impacts on land take during the operation stage. However no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified. Therefore there is no potential for cumulative impacts on amenity during the operation stage. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed hotel's visitors and employees. Therefore, there is potential for positive cumulative impacts at operation stage as well as the previously highlighted potential negative cumulative impacts.	Construction To mitigate cumulative impacts it may be possible to liaise with third party developers to plan construction so as to reduce impacts where reasonably practicable, or to ascertain whether the construction programme of both schemes are concurrent. Operation Communication with the third party developers will need to be undertaken to determine whether the overlap in land take for the application site and the BusConnects corridor will have an impact.	Construction No significant residual cumulative impacts at construction stage (over and above the impacts outlined within the corridor's EIAR) are anticipated. Operation Residual cumulative impacts at operation stage are anticipated to be positive.	It is unclear if there will be temporal overlap in the two developments' construction phases.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
LRD6001/22-S3A	DCC	The proposal will include the construction of 168 no. apartment units (12 no. studios, 72 no. 1 beds, 68 no. 2 beds, and 16 no. 3 beds) within 5 no. blocks ranging in height from 1 to 6 storeys. Amendments to DCC Ref 3665/15.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Permission has been granted for the development; however it is unclear when the construction stage will begin. Therefore, it is unclear if there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there will be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts on nearby receptors of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed site's residents. Given this and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.
LRD6019/22-S3	DCC	4 apartment buildings ranging in height from 3 to 6-storeys located along the northern boundary (Coolock Lane) of the site, with a total of 435 apartments and 40 duplex units.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Permission has been granted for the development; however it is unclear when the construction stage will begin. Therefore, it is unclear if there shall be temporal overlap between this development and the BusConnects corridor's construction stages. As such, for the purpose of this appraisal, it is assumed that there will be. Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts on nearby receptors of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed site's residents. Given this and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
LRD6006/23-S3	DCC	Permission for Large-scale Residential Development at the former Leydens Wholesalers & Distributors, No. 158A Richmond Road, Dublin 3, D03 YK12. Improvement works to Richmond Road are also proposed including carriageway widening up to c. 6 metres in width, the addition of a c. 1.5 metre wide one-way cycle track/lane in both directions, the widening of the northern footpath on Richmond Road to a minimum of c. 1.8 metres and the widening of the southern footpath along the site frontage which varies from c. 2.2 metres to c. 7.87 metres, in addition to a new signal controlled pedestrian crossing facility, all on an area of c. 0.28 hectares.	Site specific accessibility impacts have been considered to be out of scope for this assessment. Construction Assuming temporal overlap of the two developments' construction stages shall occur, there is potential for interaction between the two given their vicinity. However, there is no overlap in the developments' site areas or land takes. Given this, as well as there being no significant amenity impacts on nearby receptors (as stated within the route's associated EIAR) of the route at construction stage, no cumulative impacts on amenity or land take at construction stage are expected. Operation Given that the two proposals' areas do not overlap and that no significant amenity impacts on nearby receptors of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Furthermore, the other development may enable greater demand for the BusConnect corridor through the proposed site's residents and employees. Given this and given that no negative cumulative impacts are anticipated at operation stage, cumulative impacts at operation stage are anticipated to be positive.	Construction There are no anticipated negative cumulative impacts at construction stage relating to this development, meaning no mitigation measures are required at this stage. Operation There are no anticipated negative cumulative impacts at operation stage - cumulative impacts at this stage are anticipated to be positive. Therefore, no mitigation measures for land take and amenity cumulative impacts are required at this stage.	Construction No significant residual cumulative impacts at construction stage are anticipated. Operation No significant cumulative impacts at operation stage are anticipated.	It is unclear of there shall be temporal overlap between this development and the BusConnects corridor's construction stages.

Table A21.2.4 Stage 3 and 4: Human Health

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2479/17	Dublin City Council	Development at this site of approx. 584.4 sq. m. The development will consist of: the demolition of existing single storey service garage and the construction of a 4 to 6 storey over basement 63 bedroom hotel.	Application site is adjacent to Mount Carmel Secondary School but some 200m from the Proposed Scheme. Construction Main potential cumulative impact during construction would be on pedestrians and cyclists who use the N1 (Bolton Street, Dorset Street Upper and Dorset Street Lower as there may be a cumulative impact of slight disruptions to access caused by any short diversions around areas of works associated with the two projects in combination. However, the two sites are relatively distant, and most people could avoid impacts by taking parallel streets. Operation No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.	Construction Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
4691/19	Dublin City Council	Permission for development of a shared living scheme (provision of no. 121 shared living units) over 3-5 storeys on this overall site of approx. 0.1572 ha comprising no. 16 Mountjoy Street and bounded by Mountjoy Street to the west, St. Mary's Place North to the south and Paradise Place to the east, Phibsborough, Dublin 7.	Application site is close to southern end of Proposed Scheme near St Mary's Primary School. Construction Potential for disturbance from construction noise to the front and back of the primary school due to proximity of both developments. Similarly some nearby residential flats in a block between Dorset Street Upper and Paradise Place may be affected. Health impacts may be transient loss of concentration and annoyance. Operation No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.	Construction Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
4533/19	Dublin City Council	The development consists of the demolition of all 3 no. 2 storey buildings on the subject site (c. 508m2 GFA) and the construction of purpose built professionally managed student accommodation development with 122 no. bed spaces in 17 no. clusters and 15 no. studios. Fronting onto Upper Drumcondra Road.	Application site fronts onto bus corridor route of Proposed Scheme. Construction Main potential cumulative impact during construction would be on pedestrians and cyclists who use the Drumacondra Road as there may be a cumulative impact of slight disruptions to access caused by any short diversions around areas of works associated with the two projects in combination. Due to nearby presence of DCU St Patricks Campus, it is anticipated that a lot of students would be using this route and may be impacted on. Health effects would likely be transient frustration due to minor inconvenience. Operation No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.	Construction Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3405/19	Dublin City Council	Permission for an amendment to a permitted development (DCC Reg. Ref. 3269/10; ABP Ref. PL29N.238685, as extended by DCC Reg. Ref. 3269/10x01) on a site at Swords Road, Whitehall, Dublin 9. The proposed development comprises the rationalisation of the existing floor plans and amendments to the footprint increasing the number of apartment units within Block F to 76 no. units (7,226 sq. m). Block F will now comprise 27 no. 1 bedroom apartments, 43 no. 2 bedroom apartments and 6 no. 3 bedroom apartments and a communal room for residents measuring 111 sq. m.	Application site fronts onto bus corridor route of Proposed Scheme. The Highfields Healthcare Alzheimer's Care Centre is located adjacent to the application site, while Plunkets College is opposite. Construction Main potential cumulative impact during construction would be on pedestrians and cyclists who use Swords Road as there may be a cumulative impact of slight disruptions to access caused by any short diversions around areas of works associated with the two projects in combination. Due to nearby presence of Plunket College and Whitehall Secondary School, it is anticipated that a lot of students would be using this route and may be impacted on. There is also potential for in-combination construction related disturbance such as from noise and loss of visual amenity for patients at Highfields Healthcare facility. Health effects would likely be transient frustration due to minor inconvenience and/or transient annoyance. Operation No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.	Construction Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
2574/20	Dublin City Council	The development will consist of the demolition of the existing warehouse structure and construction of a new building consisting of 30 no. apartments. No. 9 - 11 Wellington Street Lower, Dublin 1	Application site is one block away from the Proposed Scheme route corridor. The surrounding land use comprises residential apartment blocks with retail/commercial units on the ground floors. Construction Potential for disturbance from construction noise to the front and back of the primary school due to proximity of both developments. Similarly some nearby residential flats in a block between Dorset Street Upper and Paradise Place may be affected. Health impacts may be transient annoyance although it is unlikely any residential apartments would be exposed to both developments simultaneously. Operation No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.	Construction Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
3167/21	Dublin City Council	Planning permission for the development will consist of the demolition of the existing warehouse structure and construction of a new building consisting of 21 no. apartments.	Same site as 2574/20	Same impact as above	Same as above	Same as above.
F21A/0100	Fingal County Council	A new link road from the roundabout to the south of Lakeshore Drive, Crowcastle, Swords, Co Dublin that will be constructed to a length of approximately 29om. The road will incorporate lighting, drainage, footpaths and cycle tracks. The proposed development has hydrological connectivity to a Natura 2000 Site. A Natura Impact Statement (NIS) can be viewed alongside the planning application.	Proposed link road would connect two existing roads to the east of the Proposed Scheme route corridor. Construction No likely significant cumulative impacts are anticipated during construction due to the lack of sensitive receptors that could be exposed to both schemes. Operation The proposed link road would provide additional cycle and pedestrian infrastructure that may improve active travel options in combination with the Proposed Scheme. This may benefit residents of south-east Swords area through connectivity of active travel opportunity to Proposed Scheme.	None required	Construction No impact Operation Positive, slight and Long-term	None.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
4535/22	Dublin City Council	PROTECTED STRUCTURE: The development will consist of a new 4 storey building of 6 apartments comprising 1 no. two bed apartment and 5 no. 1 bed apartments and the part demolition of existing boundary wall & gateway onto Frederick Lane North. No alterations are proposed to the existing protected structure itself.	Application site is accessed from route of Proposed Scheme route corridor. The surrounding land use comprises residential apartment blocks, some of which have office/retail/commercial units on the ground floors. Construction Potential for disturbance from construction noise to some nearby residential flats in in vicinity of Frederick Street North and Frederick Lane, North. Health impacts may be transient annoyance although it is unlikely any residential apartments would be exposed to both developments simultaneously. Operation No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.	Construction Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
5126/22	Dublin City Council	PROTECTED STRUCTURE: The proposed development comprises a mixed-use scheme ranging in height from 2 – 8 storeys over single level basements including a new street between O'Connell Street Upper and Moore Lane, a new controlled Laneway from Moore Lane (adjacent No. 42 O'Connell Street Upper – a Protected Structure).	A block of buildings which are predominantly retail/commercial but may include residential apartments on upper floors is situated between Application site and Proposed Development. Construction Potential for disturbance from construction noise to affect both front and rear of residential flats and commercial property on Parnell Street. Health impacts may be transient annoyance but there is potential for residential apartments to be exposed to both developments simultaneously which may eighteen awareness of cumulative impact. Operation No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.	Construction Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
307011	Dublin City Council	Demolition of existing structures, Construction of 324 Apartments. Lands to the northeast of Omi Park Shopping Centre, Swords Road, Santry, Dublin 9	SHD fronts onto the Proposed Scheme corridor. There are residential receptors on the opposite side of Swords Road. Construction Potential for in-combination construction related disturbance such as from noise and loss of visual amenity for those residents on Magenta Hall whose gardens back onto Swords Road. However there is a fence which separates Swords Road from the housing estate which will partially limit impacts. Health impacts may be transient annoyance. Operation No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.	Construction Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
313331	Fingal County Council	645 no. apartments, creche and associated site works.	SHD is adjacent to Proposed Scheme corridor opposite Airsdale Retail Park. There is a street of residential properties (Boroimhe Willows) which is close to both the SHD application site and the Proposed Scheme. Construction Potential for in-combination construction related disturbance such as from noise and loss of visual amenity for residents on Boroimhe Willows. Health effects may transient annoyance. Operation No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.	Construction Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
310860	Dublin City Council	1,614 no. build to rent apartments and associated site works.	SHD is adjacent is within the grounds of Holy Cross College, which is adjacent to the route of the Proposed Scheme. Construction The Holy Cross EIAR Population and Human Health chapter identifies that there could be short-term negative, slight to significant noise impacts to arise within a 40m radius of the proposed development during daytime hours. It also identifies significant unavoidable negative, short-term visual impacts. There is potential for in-combination construction related disturbance such as from noise and loss of visual amenity for residents along Drumcondra Road Lower, however the street is well-lined with trees and vegetation (to be retained) which would limit some loss of visual amenity and properties and also act as a psychological barrier between the two construction sites, reducing the sense of disturbance from the two projects combined. Health effects may transient annoyance. On this basis the cumulative impact on health is likely to be Negative, Slight and Temporary. Operation No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.	Construction Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
313289	Dublin City Council	472 no. apartments, creche and associated site works.	Application site fronts onto bus corridor route of Proposed Scheme. The Highfields Healthcare Alzheimer's Care Centre is located adjacent to the application site, while Clonturk Community College and Plunkets College are opposite. Construction Main potential cumulative impact during construction would be on pedestrians and cyclists who use Swords Road as there may be a cumulative impact of slight disruptions to access caused by any short diversions around areas of works associated with the two projects in combination. Due to nearby presence of Plunket College and Whitehall Secondary School, it is anticipated that a lot of students would be using this route and may be impacted on. There is also potential for in-combination construction related disturbance such as from noise and loss of visual amenity for patients at Highfields Healthcare facility. Health effects would likely be transient frustration due to minor inconvenience and/or transient annoyance. Operation No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.	Construction Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
314253	Dublin City Council	7 year permission for 219 no. apartments, creche and all associated site works.	Application site fronts the Proposed Scheme route corridor. The surrounding land use comprises residential land and the Airside shopping centre to the east. Construction Potential for disturbance from construction noise for residents in Boroimhe Elms and Boroimhe Willows. Health impacts may be transient annoyance. Operation No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.	Construction Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
LRD6021/22-S3A	DCC	Amendments to the permitted Strategic Housing Development ABP Ref: 306721-20. Amendments consist of replacing 'Hit & Miss' brickwork at ground floor level with openings with feature grills to meet fire safety ventilation requirements to car park; amendments to windows and finishes.	SHD fronts onto the Proposed Scheme corridor. The Highfields Healthcare Alzheimer's Care Centre is located adjacent to the application site, while Plunkets College is opposite. Construction Potential for in-combination construction related disturbance such as from noise and loss of visual amenity for patients at Highfields Healthcare facility and students at Plunket College. However landscaping around the healthcare centre and the college would provide some visual separation which would likely reduce the perception of impacts. Health effects may be transient loss of concentration and transient annoyance. Operation No likely significant cumulative impacts are anticipated from operation of Proposed Scheme in combination with this development.	Construction Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Moderate and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
MP08		DART+ Programme West	Construction In the unlikely scenario that construction period overlap there would be potential cumulative noise, dust and general disruption during construction particularly for residents and workers close to Drumcondra Railway Station and bridge at Drumcondra Road Lower who would be exposed to construction activities for both projects. The combination of impacts is only likely to be marginally more noticeable cumulatively than for each project in isolation. Health outcomes (mainly annoyance) are likely to be Negative, Slight and Temporary. Operation It is considered that the proposals for the railway and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health. This is judged to be Positive and Significant in the Long-term on health.	Mitigation for construction would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP12		DART+ Programme South West	Construction In the unlikely scenario that construction period overlap there would be potential cumulative noise, dust and general disruption during construction particularly for residents and workers in the Whitworth Road area who would be exposed to construction activities for both projects. The combination of impacts is only likely to be marginally more noticeable cumulatively than for each project in isolation. Health outcomes (mainly annoyance) are likely to be Negative, Slight and Temporary. Operation It is considered that the proposals for the railway and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health. This is judged to be Positive and Significant in the Long-term on health.	Mitigation for construction would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Slight and Temporary Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
MP17		LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	Construction It is not considered that capacity enhancement would likely result in a cumulative construction impact with the Proposed Scheme where the LUAS line crosses the southernmost parts of Proposed Scheme in the Parnell Street area. No significant cumulative impacts on human health anticipated. Operation It is considered that the proposals for the LUAS and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health. Since some of the same population would be served with similar destinations, the cumulative impact is limited. This is judged to be Positive and Moderate in the Long-term on health.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity.	Construction As for pre-mitigation (Not Significant) Operation Positive, Moderate in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
MP32		MetroLink	Construction In the unlikely scenario that construction for the Proposed Scheme and Metrolink overlap, there is potential for cumulative impacts such as noise, dust, general disruption to pedestrians, transport and local residents and workers from construction vehicles, plant and activities in the Parnell Street area who would be exposed to construction activities for both projects and where a Metrolink station (O'Connell Street) is proposed. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Moderate and Temporary. Operation It is considered that the proposals for the MetroLink and Proposed Scheme are complementary. However they follow a similar route and therefore it is likely travellers would use one or the other, therefore there is limited likelihood of a cumulative impact on accessibility although overall the choice of travel opportunity is judged positive.	Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. Given the proximity of the two developments. construction management will need to be planned to minimise disruption for local residents due to the schemes in combination. This would reduce the likely significance of effect during construction.	Construction If construction programmes can be phased to limit combined disruption, the effect could be reduced to Negative, Slight and Temporary. Operation Positive, Slight, Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP33		Greater Dublin Drainage Project	The Drainage Project crosses the Proposed Scheme on Swords Road near Collinstown. Construction Limited likelihood of construction related disturbance due to lack of sensitive receptors in vicinity and current land use with airport and commercial areas. Small potential for transient annoyance to local workforce. Operation Proposals are complementary so no likely impact is anticipated.	Construction Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. It is not considered that any further mitigation is required for cumulative impacts over and above those measures that would be used by each project in isolation.	Construction Negative, Negligible and Temporary. Operation No impact.	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	The Proposed Scheme would be crossed by the cycle network in Swords at junction with L2300/L235, Naul Road, Northwood Avenue, Coolock Lane, Santry Avenue, Collins Avenue West, Griffith Avenue, Tolka River, Royal Canal, North Circular Road and Blessington Street. Construction Although timescales for completing the cycle network are uncertain, it is anticipated that construction activities for the cycle network would be of a similar nature to works for the Proposed Scheme. Impacts may relate to temporary disruption to pedestrian and cycle access in the works areas, which may have Negative impacts on wellbeing. However, it is not anticipated to translate into a change of health status to the population affected. On this basis the impact is predicted to be Negative, Slight and Temporary to Short-term. Operation It is considered that the proposals for the cycle network and Proposed Scheme are complementary and could have a cumulative beneficial effect by encouraging cycling through offering a choice of routes. This would support greater uptake of physical activity, which is judged to be Positive, Significant in the Long term on health.	Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for active travellers due to the schemes in combination.	Construction Negative, Slight and Temporary Operation Positive, Significant in the Long term on health.	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
A1		Dublin BusConnects: Clongriffin to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
C1		Dublin BusConnects: Blanchardstown to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
D1		Dublin BusConnects: Ballymun-Finglas to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
A2		Dublin BusConnects: Lucan to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable. This scheme would not be constructed concurrently with the Proposed Scheme.	Construction No significant cumulative impacts on human health anticipated Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
B2		Dublin BusConnects: Liffey Valley to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable. This scheme would not be constructed concurrently with the Proposed Scheme.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
C2		Dublin BusConnects: Templeogue-Rathfarnham to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable. This scheme would not be constructed concurrently with the Proposed Scheme.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
D2		Dublin BusConnects: Kimmage to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
A3		Dublin BusConnects: Tallaght-Clondalkin to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
B3		Dublin BusConnects: Bray to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable. This scheme would not be constructed concurrently with the Proposed Scheme.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
C3		Dublin BusConnects: Belfield/Blackrock to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.
D3		Dublin BusConnects: Ringsend to City Centre	Construction No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance. Operation The CBC scheme would be complementary to the Proposed Scheme and offer a greater choice of priority bus routes for bus passengers. It is considered likely that this would encourage greater uptake of bus services among the population surrounding the Proposed Scheme by offering a choice of efficient public transport journeys. This would be beneficial to health by improving wellbeing from greater journey reliability, access to services for those without a car and supporting greater physical activity as a part of an overall journey via public transport.	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	Construction No significant cumulative impacts on human health anticipated. Operation Positive, Very Significant, Long-term	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation. It is assumed that all 12 Proposed Schemes would be operational.

Table A21.2.5 Stage 3 and 4: Biodiversity

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP01	KCC	Widening of the M7 between Junction 9 (Naas North) and Junction 11 (M7/M9) to provide an additional lane in each direction	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	
MP02	MCC	Enhancements of the N2/M2 national route inclusive of a bypass of Slane, to provide for additional capacity on the non-motorway sections of this route, and to address safety issues in Slane village associated with, in particular, heavy goods vehicles	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	
MP03		N3 Castaheany Interchange Upgrade	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP04	KCC, SDCC, DCC	Reconfiguration of the N7 from its junction with the M50 to Naas, to rationalise junctions and accesses in order to provide a higher level of service for strategic traffic travelling on the mainline	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	
MP05	KCC	N3–N4: Barnhill to Leixlip Interchange	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP06	SDCC, KCC	Reconfiguration of the N4 from its junction with the M50 to Leixlip to rationalise accesses and to provide additional capacity at the Quarryvale junction	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	
MP07	SDCC	Clonburris SDZ roads development	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP08		DART+ Programme West	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	
MP09	FCC	Porterstown Distributor Link Road	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP10		Widening of the N3 between Junction 1 (M50) and Junction 4 (Clonee), plus related junction and necessary changes to the existing national road network	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	
MP11		Lucan LUAS	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP12		DART+ Programme South West	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	
MP13		Junction upgrades and other capacity improvements on the M1 motorway, including additional lanes south of Drogheda, where required	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP14		Finglas LUAS (Green Line extension Broombridge to Finglas)	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP16		Potential Metro South alignment: SW option	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction could remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat could remain albeit at the local geographic scale	

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP17		LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	
MP18		Oldtown-Mooretown Western Distributor Link Road	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP19		Potential Metro South alignment: Charlemont to Sandyford	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP20		Poolbeg LUAS	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	
MP21		Leopardstown Link Road Phase 2	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP22		Development of a road link connecting from the southern end of the Dublin Port Tunnel to the South Port area, which will serve the South Port and adjoining development areas	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	
MP23		Poolbeg SDZ roads development	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	
MP24		Glenamuck District Distributor Road	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	

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MP25		DART+ Programme Coastal North	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	
MP26		Widening of the M50 to three lanes in each direction between Junction 14 (Sandyford) and Junction 17 (M11) plus related junction and other changes	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	
MP27		Cherrywood SDZ roads development	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	
MP28		DART+ Programme Coastal South	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	
MP29		R126 Donabate Relief Road: R132 to Portrane Demesne	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	
MP30		Extension of LUAS Green Line to Bray	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	
MP31		Capacity enhancement and reconfiguration of the M11/N11 from Junction 4 (M50) to Junction 14 (Ashford) inclusive of ancillary and associated road schemes, to provide additional lanes and upgraded junctions, plus service roads and linkages to cater for lo	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	

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MP32		MetroLink	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	

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MP33		Greater Dublin Drainage (GDD)	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	

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MP35 (TBC)		Dublin Array - offshore windfarm	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	
MP36	DCC	Dublin SPAR. Proposed 1.6km Southern Part Access Route (SPAR) which includes an opening bridge across the Liffey east of the existing Tom Clarke Bridge (East-Link Toll Bridge), has been identified in the Dublin Port Masterplan ("3FM Project"). The SPAR will be a private road which will take HGV traffic destined to/from the port off the local public road network. It will also allow access for other HGV traffic such as to the Covanta Waste-to-Energy plant. The SPAR will include an active travel corridor open to the public. Construction is anticipated in 2026	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	

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MP37	FCC	Snugborough Interchange Upgrade	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	
303678	MCC	Air insulated switchgear 110kV transmission substation. Platin, Duleek	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	
304799	MCC	Construction of a new distributor road and junction to the southwest of Kells town centre. Kells	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	
JA0040	SDCC	Dublin Mountain Visitors Centre and all associated works. Killakee and Jamestown	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	
304624	FCC	FCC/12/0001 Broadmeadow Way. Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'. Malahide	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects of disturbance arising from the increased levels of human activity in proximity to protected areas.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to reduce disturbance impacts on fauna species during the operation phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species	Biodiversity: Not significant	

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307073	FCC	Alternations to a permitted double circuit 110kV electricity transmission line development between substations. Darndale / Belcamp	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	
303249	KCC	110kV onsite electrical substation with associated electrical plant, electrical equipment, welfare facilities and waste water holding tank and security fencing. 110kV overhead line grid connection cabling, upgrade of existing tracks and provision of new site access roads with all associated site development and ancillary works. Timahoe East	Biodiversity: None	Biodiversity: Not applicable	Biodiversity: Not applicable	
304888	DCC	15-year permission for development at Oil Berth 3 and Oil Berth 4, Eastern Oil Jetty and at Berths 50A, 50N, 50S, 51, 51A, 49, 52, 53 and associated terminal yards to provide for various elements including new Ro-Ro jetty and consolidation of passenger terminal buildings. Dublin Port.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	

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306583	DLR	A residential development with ancillary commercial uses (retail unit, café and crèche) particularly comprising a "Build to Rent" scheme on circa 9.69 hectares. The townlands of Shanganagh, Cork Little and Shankill, Co. Dublin.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	
307352	DCC	The proposed development for Brexit Infrastructure will consist of - Installation of porta-cabin structures. Resurfacing and amalgamation of existing yards. Parking for heavy good vehicles, cars and bicycles. Gates, signage and all ancillary site works. Dublin Port.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	

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306834	FCC	Provision of a double circuit 220kV transmission line and a 220kV gas insulated switchgear (GIS) substation along with associated and ancillary works. Townlands of Cruiserath, Goddamendy and Bay, Co. Dublin.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	
307296	FCC	Construction of a 2 storey 110kV Gas Insulated Switchgear (GIS) substation, underground cable and all associated and ancillary site works. Former Clyde House, IDA Blanchardstown Business and Technology Park, Snugborough Road, Blanchardstown, Dublin 15	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	

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306725	SDCC, DCC	Flood alleviation works along and adjacent to the River Poddle extending from the upper reaches of the river. Tymon North, Tallaght to Merchant's Quay, Dublin.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	
311315	FCC	Park development project at the Racecourse Park	Biodiversity Construction Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality	Biodiversity Construction Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	
309812		Increase the capacity of the Dublin Waste to Energy Facility from 600,000 tonnes per annum to 690,000 tonnes per annum	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	

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308585	SDCC	Clutterland 110kV GIS Substation building and 2 underground single circuit transmission lines	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	
309951	SDCC	Provision of two 110kV transmission lines. Connecting Coolderrig 110kV GIS Substation to Grange Castle - Kilmahud circuits.	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	

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	FCC, DCC	Dublin BusConnects: CBC 01 Clongriffin to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on fauna species Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.	
	FCC, DCC	Dublin BusConnects: CBC 0304 Ballymun-Finglas	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	

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	FCC, DCC	Dublin BusConnects: CBC 05 Blanchardstown to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	
	SDCC, DCC	Dublin BusConnects: CBC 06 Lucan to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	

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	SDCC, FCC	Dublin BusConnects: CBC 07 Liffey Valley to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	
	SDCC, DCC	Dublin BusConnects: CBC 0809 Tallaght-Clondalkin	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	

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	SDCC, DCC	Dublin BusConnects: CBC 1012 Templeogue-Rathfarnham	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	
	SDCC, DCC	Dublin BusConnects: CBC 11 Kimmage to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	

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	DLRCC, SDCC, DCC	Dublin BusConnects: CBC 13 Bray to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	
	DLRCC, DCC	Dublin BusConnects: CBC 14/15 Blackrock/Belfield	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction and/or operation of this development. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the operation of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity Not significant	

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
	DCC	Dublin BusConnects: CBC 16 Ringsend to City Centre	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale	

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
		SHDs and LRDs (*Impact dependent on proximity to Proposed Scheme.* Items marked with * are only relevant if within close proximity to the Proposed Scheme and items marked with ** are only relevant if they are located within the same catchment as the Proposed Scheme)	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.** Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality* Potential for in-combination effects on habitats and species as a result of direct habitat loss or treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme* Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.**	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events** Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species* Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.* Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events**	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.* A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale*	Biodiversity: None

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
		GDA Transport Strategy Park and Ride (All Included despite distance as hydrological connectivity cannot be ruled out to downstream European sites in Dublin Bay)	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation. Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality. Potential for in-combination effects on habitats and species as a result of direct habitat loss or treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme. Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme . Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events. Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species. Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species. Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale. A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale.	Biodiversity: None

Application Reference	LPA	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
		Irish Water Projects (Impact dependent on proximity to Proposed Scheme. Items marked with * are only relevant if within close proximity to the Proposed Scheme and items marked with ** are only relevant if they are located within the same catchment as the Proposed Scheme) Larger scale Irish Water infrastructure projects are described separately under major projects	Biodiversity Construction Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.** Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality* Potential for in-combination effects on habitats and species as a result of direct habitat loss or treelines and mixed broadleaf woodland arising from the construction of the Proposed Scheme* Operation Potential for in-combination effects on downstream habitats arising from an accidental pollution event during the construction of the Proposed Scheme. Accidental pollution events could result in habitat degradation, and habitat loss arising from extreme habitat degradation.**	Biodiversity Construction Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events** Mitigation proposed to reduce disturbance impacts on fauna species during the construction phase of the Proposed Scheme will mitigate potential cumulative impacts on fauna species* Mitigation proposed to minimise habitat loss and retain vegetation during the construction phase of the Proposed Scheme will reduce potential cumulative impacts on habitats and species.* Operation Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events**	Biodiversity A significant residual effect with regard disturbance and displacement of non-SCI breeding birds during construction will remain albeit at the local geographic scale.* A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale*	Biodiversity: None

Table A21.2.6 Stage 3 and 4: Water

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2107/16	Dublin City Council	PROTECTED STRUCTURE: A Wastewater Treatment Plant and associated infrastructure to treat waste and wastewater for an estimated to 4,000 Population Equivalent (PE) on a 0.08 Ha site. The proposed development comprises: (a) 1 no. Hydrolysis tank, 5 sq. m, with a maximum height of 6 m. (b) a 78 sq. m, Membrane Bioreactor Building with a maximum height of 6; (c) an Anaerobic Digestor, 37 sqm with a maximum height of 6m (c) 1 no. Treatment Building 180 sq. m, with a maximum height of 6.5m and other works necessary to facilitate the proposed development.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3789/17	Dublin City Council	PROTECTED STRUCTURE: A Treatment Plant and associated infrastructure to treat waste and wastewater for an estimated 4,000 Population Equivalent (PE) on a 0.08 Ha site. The facility will treat both hazardous and non hazardous waste and wastewater generated onsite during the normal operation of the hospital. The proposed development comprises: a) 1 no. Hydrolysis tank, 5 sq. m, with a maximum height of 6 m; b) A 78 sq. m Membrane Bioreactor Building with a maximum height of 6 m; c) An Anaerobic Digestor, 37 sq. m with a maximum height of 6 m; d) 1 no. Treatment Building, 180 sq. m, with a maximum height of 7 m and other works necessary to facilitate the proposed development.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
4533/19	Dublin City Council	The development consists of the demolition of all 3 no. 2 storey buildings on the subject site (c. 508m2 GFA) and the construction of purpose built professionally managed student accommodation development with 122 no. bed spaces in 17 no. clusters and 15 no. studios. Fronting onto Upper Drumcondra Road.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
4105/15	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the provision of a total of 101 no. residential units, the part change of use and part conversion of existing Protected Structure and a new residential nursing home.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
3405/19	Dublin City Council	Permission for an amendment to a permitted development (DCC Reg. Ref. 3269/10; ABP Ref. PL29N.238685, as extended by DCC Reg. Ref. 3269/10x01) on a site at Swords Road, Whitehall, Dublin 9. The proposed development comprises the rationalisation of the existing floor plans and amendments to the footprint increasing the number of apartment units within Block F to 76 no. units (7,226 sq. m). Block F will now comprise 27 no. 1 bedroom apartments, 43 no. 2 bedroom apartments and 6 no. 3 bedroom apartments and a communal room for residents measuring 111 sq. m.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
F18A/0306	Fingal County Council	Permission for the construction of 36 residential units consisting of 30 two storey houses and 6 number two bedroom apartments in a three storey block, with ancillary open spaces, boundary treatment and site works at Fosterstown North.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
F19A/0386	Fingal County Council	The proposed development will consist of an eight storey hospital/healthcare facility (i.e. a seven storey over lower ground/undercroft level building).	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
F08A/1057/E1	Fingal County Council	A 7-year permission for development at this site. The proposed development comprises the construction of Pavilions Phase 3, a mixed-use town centre development amounting to c.272,637 sq. m. total Gross Floor Area (GFA) and accommodated in buildings ranging in height from 3 to 10 storeys over three levels of enclosed basement car parking, with an associated network of open, sheltered and enclosed streets and spaces.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
2543/21	Dublin City Council	Permission for development, consisting of modifications to a permitted mixed use development under Refs. 2713/17 and 2737/19, known as "Santry Place" located at Santry Avenue and Swords Road, Santry, Dublin 9. Permission is sought to demolish the remainder of an existing warehouse (1,758m2) and the construction of 3 no. 7-10 storey buildings (Blocks D, E, & F) accommodating residential, commercial and office uses.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
F21A/0227	FCC	Permission for the change of use of an existing karting motor racing track to a car rental storage car park and maintenance/cleaning facility on a site of 2.99 hectares.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
F21A/0100	FCC	A new link road from the roundabout to the south of Lakeshore Drive, Crowcastle, Swords, Co Dublin that will be constructed to a length of approximately 29om. The road will incorporate lighting, drainage, footpaths and cycle tracks. The proposed development has hydrological connectivity to a Natura 2000 Site. A Natura Impact Statement (NIS) can be viewed alongside the planning application.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
F20A/0638	FCC	The proposed development shall consist of a new standalone 8-12 -storey hotel	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
F20A/0636	FCC	The proposed development shall consist of the construction of a 1-6 storey extension (over lower ground) to the existing hotel	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
F23A/0083	FCC	The development will consist of the demolition and reinstatement of existing hotel at ground floor level, internal alterations to the existing hotel floorspace at ground and first floor level and the demolition of an existing ESB substation. The development will also consist of the construction of a 4 storey hotel extension of the existing hotel building, comprising 55 No. hotel bedrooms, a plant room and store rooms. The proposed development will result in a total of 182 No. hotel bedrooms.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
F23A/0084	FCC	The proposed development comprises of the demolition of existing 2-storey storey dwelling and the construction of 13 no. warehousing units with ancillary office space within 5 no. two-storey blocks.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
F22A/0687	FCC	Permission for development that will supersede part of planning permission Reg. Ref.: F18A/0306 adjoining to the west resulting in the omission of 8 no. apartments as permitted. The development will consist of the demolition of existing residential dwelling Hollytree House and the construction of 85 no. residential apartments within a 5 - 8 no. storey (over undercroft) building, with all apartments served by private terrace or balcony. Access shall be via internal road branching south from Boroimhe Link Road L2300 serving permitted development Reg. Ref.: F18A/0306 adjoining to the west. 4.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
F22A/0682	FCC	Alterations to the Dublin Port to Dublin Airport fuel pipeline previously approved under Reg. Ref. F15A/0141. 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 south of the Eastlands Car Hire Compound, along the western boundary of Eastlands Car Hire Compound where it will connect to the approved route. The proposed development will reduce the length of the pipeline in that area from 1,434m to 1,216m.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
F23A/0048	FCC	The development will consist of the demolition of an existing single storey element and the construction of a replacement 5 storey extension to the rear of the existing Crowne Plaza Hotel. The development will include a service yard, kitchen and stores at ground floor level, with hotel accommodation above at first to fourth floor levels. The proposed development will result in a total of 269 no. bedrooms (compared to the 209 no. existing bedrooms).	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
307011	DCC	Demolition of existing structures, Construction of 324 Apartments. Lands to the northeast of Omi Park Shopping Centre, Swords Road, Santry, Dublin 9	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
306987	DCC	120 Apartments. Former Swiss Cottage lands, Swords Road, Santry, Dublin 9	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
308366	Fingal	278 Apartments. Fosterstown North	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
303358	DCC	Demolition of existing single storey licenced premises on site, construction of 112 no. Build to Rent units, cafe/retail/restaurant and associated site works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
312352	DCC	Demolition of existing buildings, construction of 183 no. Build to Rent apartments, and associated site works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
313331	FCC	645 no. apartments, creche and associated site works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
310860	DCC	1,614 no. Build to Rent apartments, and associated site works	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
313289	DCC	472 no. apartments, creche and associated site works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
313223	FCC	Demolition of the existing buildings, construction of 146 no. apartments, creche and associated site works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
314253	FCC	7 year permission for 219 no. apartments, creche and all associated site works.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
LRD6019/22-S3	DCC	4 apartment buildings ranging in height from 3 to 6-storeys located along the northern boundary (Coolock Lane) of the site, with a total of 435 apartments and 40 duplex units.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be of imperceptible significance. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
LRD6021/22-S3A	DCC	Amendments to the permitted Strategic Housing Development ABP Ref: 306721-20. Amendments consist of replacing 'Hit & Miss' brickwork at ground floor level with openings with feature grills to meet fire safety ventilation requirements to car park; amendments to windows and finishes.	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP08		DART+ Programme West	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP12		DART+ Programme South West	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is limited potential for cumulative impacts on surface water runoff from a railway line; where new hardstanding is required regulations require all new developments to implement SUDs to ensure no net increase in runoff. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP17		LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP32		MetroLink	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is limited potential for cumulative impacts on surface water runoff from a railway line; where new hardstanding is required regulations require all new developments to implement SUDs to ensure no net increase in runoff. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP33		Greater Dublin Drainage (GDD)	Construction There is potential for overlap in the construction phases of the two schemes which could lead to cumulative impacts on water quality from increased sedimentation and accidental releases of polluting substances. Impacts from the Proposed Scheme are negligible following implementation of the SWMP measures. It is assumed the construction of the proposed development will implement good practice measures in construction and so cumulative impacts are assessed to be not significant. Operation There is potential for cumulative impacts on surface water runoff; the Proposed Scheme includes SUDs to ensure no net increase in runoff; regulations require all new developments to adhere to this. As such there will be no cumulative impacts during operation.	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Not significant	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Table A21.2.7 Stage 3 and 4: Landscape (Townscape) and Visual

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3303/18	Dublin City Council	Permission for the development of a hotel on a site of c. 603 sq. m at Nos. 17,18 and 19 Moore Lane, Dublin 1. The development will consist of the provision of a seven storey over basement level hotel comprising 141 no. bedrooms and ancillary hotel facilities including public bar/licence restaurant, reception/foyer area, laundry room, storage, staff facilities, plant, etc.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
3377/18	Dublin City Council	The proposed development will consist of the construction of a mixed use hotel and retail development comprising a part-three to part-four storey building onto Dorset Street Lower and a part-four to part-six storey building, with the sixth storey set back, over a single level basement, onto North Circular Road.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2951/17	Dublin City Council	Development at this site c. 0.18 ha. The proposed development comprises of the construction of a retail and student accommodation development comprising of a part-three to part-four storey building onto Dorset Street Lower, and a part-four to part-six no. storey building, with the fifth floor set back, over a single level basement, onto North Circular Road.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
4533/19	Dublin City Council	The development consists of the demolition of all 3 no. 2 storey buildings on the subject site (c. 508m2 GFA) and the construction of purpose built professionally managed student accommodation development with 122 no. bed spaces in 17 no. clusters and 15 no. studios. Fronting onto Upper Drumcondra Road.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
3405/19	Dublin City Council	Permission for an amendment to a permitted development (DCC Reg. Ref. 3269/10; ABP Ref. PL29N.238685, as extended by DCC Reg. Ref. 3269/10x01) on a site at Swords Road, Whitehall, Dublin 9. The proposed development comprises the rationalisation of the existing floor plans and amendments to the footprint increasing the number of apartment units within Block F to 76 no. units (7,226 sq. m). Block F will now comprise 27 no. 1 bedroom apartments, 43 no. 2 bedroom apartments and 6 no. 3 bedroom apartments and a communal room for residents measuring 111 sq. m.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	

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F18A/0306	Fingal County Council	Permission for the construction of 36 residential units consisting of 30 two storey houses and 6 number two bedroom apartments in a three storey block, with ancillary open spaces, boundary treatment and site works at Fosterstown North.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
3665/15	DCC	Development at a site of circa 2.02 hectares comprising lands at the southern part of the former Printworks/ Smurfit Site, adjoining the rear of properties on Iona Road and Iona Park. The site also includes some 0.0235 Ha (c.235 sq. m) of public footpath, along Botanic Road (total c.2.04 Ha). The proposed development consists of the construction of a residential scheme comprising 131 no. residential units, together with a café, childcare facility and ancillary development above and below ground (c. 17,644 sq. m gross floor area plus a semi-basement car-park of c. 2,525 sq. m).	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
2863/21	DCC	PROTECTED STRUCTURE: Dublin Central GP Limited intends to apply for Permission for a period of 15 years at a site, 'Dublin Central - Site 5' (c. 0.18 Ha) at No. 22 - 25 Moore Street, No. 13 Moore Lane, No. 14 Moore Lane.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	

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3400/21	DCC	For permission for development and permission for retention of development at the Mater Misericordiae University Hospital, Eccles Street, Dublin 7. The development consists of a seven to nine storey covid emergency extension block.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
F20A/0638	FCC	The proposed development shall consist of a new standalone 8-12 -storey hotel	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
F20A/0636	FCC	The proposed development shall consist of the construction of a 1-6 storey extension (over lower ground) to the existing hotel	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
F21A/0518	FCC	Planning permission for development which will consist of alterations to section of the existing internal road network and associated works, on the Departures routes to and from the Terminal 1 and Terminal 2 forecourts in the townlands of Corballis and Collinstown, Dublin Airport, Co. Dublin.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
F23A/0083	FCC	The development will consist of the demolition and reinstatement of existing hotel at ground floor level, internal alterations to the existing hotel floorspace at ground and first floor level and the demolition of an existing ESB substation. The development will also consist of the construction of a 4 storey hotel extension of the existing hotel building, comprising 55 No. hotel bedrooms, a plant room and store rooms. The proposed development will result in a total of 182 No. hotel bedrooms.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding nearby built-form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised neutral slight long-term effects.	
F23A/0084	FCC	The proposed development comprises of the demolition of existing 2-storey storey dwelling and the construction of 13 no. warehousing units with ancillary office space within 5 no. two-storey blocks.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
F22A/0687	FCC	Permission for development that will supersede part of planning permission Reg. Ref.: F18A/0306 adjoining to the west resulting in the omission of 8 no. apartments as permitted. The development will consist of the demolition of existing residential dwelling Hollytree House and the construction of 85 no. residential apartments within a 5 - 8 no. storey (over undercroft) building, with all apartments served by private terrace or balcony. Access shall be via internal road branching south from Boroimhe Link Road L2300 serving permitted development Reg. Ref.: F18A/0306 adjoining to the west. 4.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised neutral slight long-term effects.	
4535/22	DCC	PROTECTED STRUCTURE: The development will consist of a new 4 storey building of 6 apartments comprising 1 no. two bed apartment and 5 no. 1 bed apartments and the part demolition of existing boundary wall & gateway onto Frederick Lane North. No alterations are proposed to the existing protected structure itself.	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised neutral slight long-term effects.	
5126/22	DCC	PROTECTED STRUCTURE: The proposed development comprises a mixed-use scheme ranging in height from 2 – 8 storeys over single level basements including a new street between O'Connell Street Upper and Moore Lane, a new controlled Laneway from Moore Lane (adjacent No. 42 O'Connell Street Upper – a Protected Structure).	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be imperceptible if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be imperceptible if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised neutral slight long-term effects.	

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307011	DCC	Demolition of existing structures, Construction of 324 Apartments. Lands to the northeast of Omi Park Shopping Centre, Swords Road, Santry, Dublin 9	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
306987	DCC	120 Apartments. Former Swiss Cottage lands, Swords Road, Santry, Dublin 9	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	

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310860	DCC	1,614 no. Build to Rent apartments, and associated site works	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Sensitive characteristics at Drumcondra Road Lower are preserved. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	
MP08		DART+ Programme West	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form and railway cutting. Construction works are limited at the intersection of this project and the Proposed scheme. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term cumulative effects are predicted to be neutral.	

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MP12		DART+ Programme South West	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form and railway cutting. Construction works are limited at the intersection of this project and the Proposed scheme. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term effects predicted to be neutral.	
MP17		LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised negative moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term effects predicted to be neutral.	

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MP32		MetroLink	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects could cover a substantial extent of streetscape / townscape due to the parallel nature of this project and the northern end of the Proposed Scheme. Potential for localised significant temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised negative significant temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. The effects of any changes are likely to be reduced over time with establishment of proposed landscape measures. Predicted slight / moderate, negative / neutral, short-term effects. Medium and long-term effects predicted to be neutral / positive.	
MP33		Greater Dublin Drainage (GDD)	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be not significant if this is not the case. Such effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form and by the limited spatial overlap. Potential for localised moderate temporary / short-term cumulative construction effects in local area. Operation Landscape and visual: there may be a minor cumulative increase in the intensity of built form in the landscape setting. However, this is in keeping with the urban context of ongoing development and no significant cumulative effects are expected. Potential for localised slight short-term effects.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are successive, there remains potential for localised negative moderate temporary / short-term cumulative construction in the townscape/streetscape. Effects would be not significant if this is not the case. Operation No significant cumulative effects expected. There remains potential for localised negative slight short-term effects. Medium and long-term effects predicted to be neutral / positive.	

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MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Construction Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods are concurrent / successive. Effects would be not significant if this is not the case. Such effects are likely to be most noticeable for receptors at the intersections of these projects with the Proposed Scheme at road junctions, but effects will be contained within surrounding street / road corridor, due to enclosing effect of surrounding built form. Potential for moderate short-term, temporary cumulative construction effects at intersections of this scheme and the Proposed Scheme if construction periods overlap / are concurrent. These effects are likely to be limited to indirect visual effects on private properties and townscape effects on open spaces near to intersections of the scheme and Proposed Scheme. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected.	Mitigation as proposed in Chapter 17 of EIAR may aid in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However generally effective on protecting retained features mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	Construction If construction periods overlap / are concurrent, there remains potential for localised moderate short-term, temporary cumulative construction effects at intersections of this scheme and the Proposed Scheme. Effects would be not significant if this is not the case. Operation Potential to contribute to a minor cumulative change in the urban realm, but one which is in keeping with the urban context of ongoing development, and therefore no significant cumulative effects are expected. The effects of any changes are likely to be reduced over time with establishment of proposed landscape measures. Predicted slight / moderate, negative / neutral, short-term effects. Medium and long-term effects predicted to be neutral / positive.	
A1		Dublin BusConnects: Clongriffin to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
D1		Dublin BusConnects: Ballymun-Finglas to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	

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C1		Dublin BusConnects: Blanchardstown to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
A2		Dublin BusConnects: Lucan to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
B2		Dublin BusConnects: Liffey Valley to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
A3		Dublin BusConnects: Tallaght-Clondalkin to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
C2		Dublin BusConnects: Templeogue-Rathfarnham to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
D2		Dublin BusConnects: Kimmage to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
B3		Dublin BusConnects: Bray to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	
C3		Dublin BusConnects: Blackrock/Belfield to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	

Application Reference	LPA	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
D3		Dublin BusConnects: Ringsend to City Centre	Construction Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. Operation Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.	Mitigation as proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value. Mitigation of townscape and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works (e.g. the Construction Compounds). However, mitigation of Construction Phase impacts on townscape and visual characteristics directly impacted through removal is neither possible nor practicable.	Construction No cumulative townscape/visual effects expected. Operation No cumulative townscape/visual effects expected.	