

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These include circles, semi-circles, and rounded rectangular shapes, some of which are partially cut off by the edges of the page. The shapes are arranged in a dynamic, non-repeating pattern.

## Appendix A21.2

### Stage 4 Specialist Assessments

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## **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 A21.1 in Volume 4 of the EIAR for further details):

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

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

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3067/13	Dublin City Council	Construction of 88 bedroom Nursing Home in a 6-storey over 3 no. basement level building with provision for 48 no. car parking spaces as amendments to previously permitted Nursing Home (Reg. Ref. 2811/09 – 80 bedrooms) at the junction of Irwin Street and Irwin Court, Kilmainham, Dublin 8.	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.	CBC07 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.
SD13A/0183	South Dublin County Council	Construction of a 6 no. pump (12 stand) petrol station incorporating a single storey service station shop (and associated signage) with a gross floor area of c. 92sq.m., an automatic car wash/jet wash with ancillary plant, a forecourt canopy (covers c. 420sq.m. and 5.8m in height) and associated signage; underground storage tanks, a tanker fill point, circulation areas, 2 no. internally illuminated double-sided totem signs (5.8m x 1.91m) with a total advertising area of 22.15 sq.m per sign, access from and egress onto the realigned internal link road permitted under Reg. Ref. No. SD12A/0014, ancillary site boundary and landscaping works and all associated site development 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.	CBC07 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.
3325/13	Dublin City Council	Demolition of existing recycling centre storage sheds and associated ancillary works and the construction of a new seven storey Clinical Directorates Building (27.87 metres high to top of roof plant level) totalling 4,953 sq.m providing staff facilities at ground and first floors; clinical facilities and clinical support facilities at second floor; offices at third, fifth and sixth floors; and offices and staff training facilities at fourth floor; an enclosed plant area (including stair core and lift access) on the roof; enclosed pedestrian corridor linking the proposed building and the main hospital concourse at first and second floor levels; the construction of 3 no. single storey cycle parking shelters; all other site development works above and below ground required to facilitate the 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.	CBC07 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.
3672/13	Dublin City Council	The proposed development consists of the construction of 8 no. 3 & 4 bed houses, comprised of 1 no. 2 storey detached house, 2 no. 2 storey semi-detached houses & 5 no. 2-3 storey terraced houses. 726 and rear of 730-734, South Circular Road, Dublin 8.	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.	CBC07 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.
2584/14	Dublin City Council	The development will consist of modifications to permitted development of 33 new dwellings and alterations to an existing dwelling 'Beann', Reg Ref 2803/13. The proposed modifications comprise alterations to individual house designs of 8 permitted dwellings to include revised bedroom allocations and corresponding elevations and ancillary details. The overall number of bedspaces proposed is 148 (147 bedspaces permitted). The permitted development reg ref 2803/13 remains as permitted in respect of site layout and overall design.	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.	CBC07 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.
3359/14	Dublin City Council	Demolition of the north east boundary wall to Lucan Road and construction of 19 no. residential dwelling units comprising of a terrace of 7 no. houses, all three storey with three bedrooms with private front & rear gardens with on site car parking located to the rear of the site; 6 no. two storey three bedroom duplex units with north east facing balconies & terraces over 6 no. single storey two bedroom apartments with north east & south west terraces configured in 1 no. residential block to the front of the site onto Lucan Road; creation of a new vehicular site access off Lucan Road with surface car parking for 12 cars, bin store, bicycle parking, retaining boundary walls & railings & all associated external site works and landscaping.	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.	CBC07 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.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3968/14	Dublin City Council	PROTECTED STRUCTURE: The proposed development consists of phased demolition and construction of a two-storey extension, consisting of a General Purpose Hall, 10 no. Special Education Tuition Rooms, a Multi-purpose Room, a Home-School Liaison Room, a Library, associated offices, balcony to Staff Room, stores, toilets, circulation areas, and ancillary accommodation and provision of 28 no. on-site car parking 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.	CBC07 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.
3964/14	Dublin City Council	The development consists of a commercial/retail unit, 7 no. one bedroom apartments and 6 no. two bedroom apartments (total 13 no. apartments), balconies and roof terraces/gardens at 2nd and 3rd floors, new vehicle and pedestrian entrances at South Circular Road, 5 no. car spaces and ancillary site development works. The proposed building is two, three and four storeys in height.	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.	CBC07 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.
SD15A/0105	South Dublin County Council	(1) a new access roadway into the site from Cloverhill Road; (2) a new single-storey changing facility for Ballyfermot Utd. Sports & Social Club including new vehicular and pedestrian access gates to the club grounds from the new access road and parking for 37 cars and 2 buses and (3) residential development of 43 no. 2-storey dwellings including 44 car spaces and comprising 4 Type A 3-bedroom semi-detached houses, 19 Type B 3-bedroom terraced houses, 16 Type C 3-bedroom terraced houses and 4 Type D 2-bedroom terraced houses. The proposed development also includes all associated landscaping, site development and infrastructural 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.	CBC07 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.
4179/15	Dublin City Council	The proposed development comprises a part 2, part 4 and part 6-storey building over lower ground floor level to provide 14 no. residential dwellings (with integrated car parking provision) and c. 1,971 sq.m (GFA) of office accommodation. Vehicular access to the lower ground level is proposed at the northern end of the site off Brookfield Road. Communal landscaped open space and private gardens are provided to the rear of the proposed building at podium and ground floor levels.	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.	CBC07 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.
3430/16	Dublin City Council	Proposal for the construction of a new 4-storey building (over covered yard at basement level) comprising: A) A commercial/retail unit at ground floor. B) Residential entrance off Emmet Road accessing 3 no. 2/bedroomed apartments at first, second and third floor respectively with a balcony (for planter maintenance /access only) at each level overlooking the Camac river. C) A walkway for public use along the river at ground floor and basement level. D) A covered refuse and bicycle storage yard with gated access to the rear access lane and E) A private terrace/roof garden for each of the residential units at roof level accessed via a raised stairwell at roof level. All at vacant/derelict site at 203 Emmet Road, Inchicore, Dublin 8.	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.	CBC07 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.
3503/16	Dublin City Council	The proposed development consists of demolition of existing structures comprising disused buildings and sheds, construction of 10 x 2 bedroom apartments with balconies in two 6 storey blocks with associated facilities at ground floor including: 10 storage rooms with cycle parking, communal facilities, caretaker's room bin storage, plant & service rooms, service connections and a raised courtyard garden at 1st floor level, services enclosures on roofs, landscaping, railings and all 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.	CBC07 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.
3635/16	Dublin City Council	Planning permission sought for the construction of a 3 storey building to the street front, as extension with pedestrian link into the existing building to 205 Emmet Road, consisting of retail/ restaurant at Ground Level (Area: 140.6 m2) with two storeys of residential above: including balconies to the south elevation, fronting Emmet Road. The proposal also includes for the construction of a four storey apartment development to the rear of 205A Emmet 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.	CBC07 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.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2708/17	Dublin City Council	Planning permission is sought to demolish 2 no. one storey sheds on the site to rear and side of existing house at "The Laurels", 54 Inchicore Road, Kilmainham, Dublin 8 and to construct; 5 no. three bedroom plus one study three storey terraced houses No's 1 to 5 with private rear gardens and private roof terrace space at second floor, 1 no. two storey two bedroom "mews like" unit with private open space and 1 no. three storey duplex residence off Inchicore Road, containing a two bedroom unit at ground floor and a three bedroom two storey unit with attic storage plus open space at upper level. Both apartments are provided with private and shared common space. In addition planning permission is sought to provide 8 no. surface car parking spaces to rear, a newly formed vehicular entrance off the main street to the left of existing entrance plus access to 3 no. existing car parking spaces to the front of the existing house.	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.	CBC07 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.
2869/17	Dublin City Council	The proposed development will consist of the demolition of the existing former Faulkners Industries Factory complex along with the two no. 2 storey semi-detached dwellings and the construction of 171 no. apartments in two no. 5 storey apartment blocks over a single level basement.	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.	CBC07 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.
2950/17	Dublin City Council	The proposed development comprises site clearance and levelling works, including the demolition of all existing building(s) on site and the construction of a new Aparthotel building that ranges in height between 3 and 7-storeys above two lower ground levels (along the southern part of site) to provide a total Gross Floor Area (GFA) of 6,346.8 sq.m. Guest/ pedestrian access is provided along the southern frontage onto James Street leading into the reception area with ancillary Café at ground floor. James Street.	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.	CBC07 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.
3084/17	Dublin City Council	The development will consist of the demolition of the existing Dublin Simon Community facilities and the construction of an expanded Medical Residential Treatment and Recovery Centre comprising of a new five/ six storey building over partial basement.	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.	CBC07 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.
3188/17	Dublin City Council	Demolition of existing buildings on site construction of a 26 no. unit apartment development in two blocks over basement car park, with 26 no. car parking spaces and 26 no. bicycle parking spaces; vehicular access to ramp at location of existing site entrance; associated landscaping and site works. 23-25 Old Kilmainham Road, Dublin 8.	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.	CBC07 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.
4122/17	Dublin City Council	The development will consist of demolition of existing single storey commercial garage/sheds and front boundary wall and the construction of 8 no. 2-storey, 2-bed townhouses in a terraced block with new access/ egress to site at the junction of First Avenue and Liffey Street South and all on and off site development 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.	CBC07 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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3221/18	Dublin City Council	Revision to a previously permitted mixed-use residential development (previously granted under Reg. Ref. 2869/17; ABP Ref. PL29S248958) to now provide for a 'build to rent' scheme. The proposed revisions shall consist of an increase of 21 no. residential units to now provide for a total of 174 no. residential units within the 3 no. previously permitted blocks as follows.	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.	CBC07 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.
3972/18	Dublin City Council	The proposed development will consist of the demolition of all existing buildings/structures on site and the erection of a part 5-, part 8-storey mixed use building over double basement (approximately 7,977 sq.m GFA) to provide principally for a new hotel (185 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.	CBC07 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.
4174/18	Dublin City Council	Planning permission for development at this site of c. 0.3779 hectares located north of Chapelizod Court, west of Lucan Road, east of the Chapelizod bypass and south of 688 Lucan Road. The proposed development will comprise a residential scheme of 30 no. 1, 2 and 3 bed apartments/duplexes in 2 no. four storey blocks, with units ranging in size from c. 47 sqm to c. 110 sqm. Block A will have 17 no. units with 5 no. 1 beds; 9 no. 2 beds; and 3 no. 3 beds. Block B will have 13 no. units with 5 no. 1 beds, 5 no. 2 beds; and 3 no. 3 beds. Units provided with south/east/west/north facing balconies/terraces. All associated site development works, services provision, vehicular/pedestrian access, car and bicycle parking, open space, bin stores, landscaping and boundary treatment 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.	CBC07 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.
4316/18	Dublin City Council	The proposed development will consist of an aparthotel (with access from Oliver Bond Street) of 71 no. rooms, including 4 no. accessible rooms, within a part 5 no. storey, part 8 no. storey building extending to c. 2,376 sqm gross floor area. Bedrooms range in size between c. 20 sqm and c. 28 sqm. The proposal includes c. 141 sqm of communal amenity space at ground floor level in the form of a lounge and seating area, laundry and accessible toilet.	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.	CBC07 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.
4610/18	Dublin City Council	The development will consist of: the demolition of the existing c. 370sqm two storey Dublin Simon Community building in the eastern portion of the subject site (nos. 20-22, Island Street) to provide for an extension to the permitted Medical Residential Treatment and Recovery Centre (DCC Reg. Ref. 3084/17, ABP Ref. PL 29S.249110). The proposed extension to the permitted facilities will comprise a six storey building which will connect to the permitted facilities at Levels 2-5, allowing for gated vehicular and pedestrian access from Island Street to the Viking Harbour courtyard to the rear.	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.	CBC07 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.
SD13A/0183/EP	South Dublin County Council	Construction of a 6 pump (12 stand) petrol station incorporating a single storey service station shop (and associated signage) with a gross floor area of c.92sq.m, an automatic car wash/jet wash with ancillary plant, a forecourt canopy (covers c.420sq.m and 5.8m in height) and associated signage; underground storage tanks, a tanker fill point, circulation areas, 2 internally illuminated double-sided totem signs (5.8m x 1.91m) with a total advertising area of 22.15sq.m per sign, access from and egress onto the realigned internal link road permitted under Reg. Ref. No. SD12A/0014, ancillary site boundary and landscaping works and all associated site development 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.	CBC07 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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2205/19	Dublin City Council	Permission for a Build to Rent residential development on a site at Long's Place, Dublin 8. The proposed development consists of the construction of an eight storey (with single and two-storey element) building, with communal garden terrace, PV panels and plant at roof level. The building will accommodate 28 no. Build to Rent units, comprising 21 no. studio units and 7 no. one-bedroom units.	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.	CBC07 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.
2881/19	Dublin City Council	PROTECTED STRUCTURE: Planning permission for development on this site located within St. Patrick's University Hospital campus, James's Street, Dublin 8 Overall site area of c.4.2 ha: The development will consist of the provision of additional floor space comprising a part-four storey development to incorporate a ground floor in-patient bedroom extension (13 no. bedrooms) to the existing 'Willow Grove' Adolescent Care Unit with associated recreation hall, staff, clinical support and daily living spaces (956 sq.m). roof mounted plant room (36 sq m) linked to existing structures at ground and first floor level, including secure internal landscaped courtyards.	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.	CBC07 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.
SD19A/0320	South Dublin County Council	New bus interchange facility with associated set down area; street furniture; passenger waiting shelters; signage and lighting; infrastructure and landscaping works at the existing car park, north of the Liffey Valley Shopping Centre, along the ring road (Ascaill na Life) and the main access road from the Fonthill Road (Bóthar na Life).	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.	CBC07 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.
4260/19	Dublin City Council	The development will consist of a one to four storey older persons housing with supports scheme, communal facilities at ground floor level and landscaping works to include resident courtyards and a landscaped open space.	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.	CBC07 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.
4262/19	Dublin City Council	The development will principally consist of the demolition of all shed structures on site (647 sq m) and the construction of a part 1 No. to part 8 No. storey over basement and part lower ground floor hotel, providing 261 No. bedrooms (8,369 sq m). The development will also include: the provision of pedestrian access to the Hotel from Molyneux Yard; a landscaped garden (125.5 sq m) at basement level; a bar (156.6 sq m) at lower ground floor level; a café (100.4 sq m) at ground floor level with access onto Engine Alley; a dining room (140.6 sq m) with an external ground level terrace (36.7 sq m) fronting onto Molyneux Yard; a roof terrace at sixth floor level facing north and north-east; bicycle parking; hard and soft landscaping; plant; ESB substation; and all other associated site works above and below ground.	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.	CBC07 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.
2155/20	Dublin City Council	The development will consist of the demolition of the existing two-storey warehouse/commercial building and the construction of an eight-storey apartment building comprising 34 no. apartment units (12 no. studio units, 14 no. 1-bed units and 8 no. 2-bed units) with associated balconies/terraces, etc. 25-27, Bow Lane West, Dublin 8.	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.	CBC07 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.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2281/20	Dublin City Council	The development will consist of replacement/demolition of a temporary storage unit of 4.15m <sup>2</sup> and the erection of a single storey building of 221m <sup>2</sup> , 4.15 metre high, to accommodate Clinical Supply Facilities, a patient reception area including linked access to the existing hospital corridors, plant equipment and all other site development works, above and below ground required to facilitate the development, all at podium level within Courtyard 12, Phase 1C of the Main Hospital Block. This proposed development is to facilitate the reconfiguration of the Cardiac Catheterisation Laboratory and associated departments.	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.	CBC07 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.
2409/20	Dublin City Council	Permission for development at this site of c.0.055ha of Nos. 1, 1A and 2 Usher's Street and Nos. 29/30 Usher's Quay, Dublin 8. The site is on the corner of Usher's Quay and Usher's Street. The demolition of c. 1,028 sq.m of all existing structures on site. The construction of a 7 to 8 storey over single basement building which will comprise a 106-no. bedroom hotel, seating areas, ancillary restaurant, public bar, reception, ancillary hotel area/offices, associated staff areas, changing/shower rooms, toilets, stores, bin and bicycle stores, ESB substation and circulation throughout and plant at basement and roof level. There will be pedestrian access from Usher's Street and Usher's Quay. The total gross area of the building (including basement) is c. 4046.10 sq.m. All associated site development works and services provision required to enable the development of the site.	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.	CBC07 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.
SD20A/0089	South Dublin County Council	Mixed leisure, entertainment and retail extension to the existing Liffey Valley Centre organised around a large public plaza and pedestrian friendly east-west street.	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.	CBC07 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.
3203/20	Dublin City Council	Planning permission - the proposed development will consist of a 4 storey, 1072 sq. m., 14.02 metre high infill to vacant yard and extension to the north of the existing mortuary building to serve as a bio-bank process storage unit accommodated over 2 floors with the additional 2 floors allocated to associated laboratory and administration functions; included will be a louvered open plant area 140 sq. m. at roof level, a further 2.7 metres high, all to match the existing building finishes; plant equipment and all other site development works, above and below ground required to facilitate the development, all located adjacent the north eastern boundary of the hospital campus. Vehicular access will be through the north entrance gates from Ewington Lane.	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.	CBC07 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.
3344/20	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of the existing HUI Building at Dr. Steeven's Hospital, Dublin. The development will be carried out within the curtilage of a protected structure. (Dr. Steeven's Hospital - reference 7840).	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.	CBC07 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.
3343/20	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of existing garden stores and the proposed construction of a waste management storage facility. The development will be carried out within the curtilage of a protected structure (reference Dr. Steeven's Hospital - 7840).	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.	CBC07 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.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3567/20	Dublin City Council	Planning permission consisting of amendments to approved planning permission (application no. 3188/17 ABP-300972-18) for 24 no. apartments in 2 no. 4 to 5 storey blocks to provide overall 33 no. apartments in 2 no. 4 to 5 storey blocks as follows: internal layout of front Block A revised to increase accommodation from 15 no. approved apartments (1 no. x studio, 4 no. x 1 bed units, 7 no. x 2 bed units, 3no. x 3 bed units and 1 no. office unit) to 22 no. apartments (13 no. x 1 bed units, and 9 no. x 2 bed units), 2 no. x secure bicycle stores and 1 no. bin store; relocation of rear Block B to align with new office building on 26-29 Old Kilmainham and block width reduced from 17.3m to 15.6m; internal layout of rear Block B revised to increase accommodation from 9 no. approved apartments (1 no. x 1 bed unit, 6 no. x 2 bed units, and 2 no. x 3 bed units) to 11 no. apartments ( 5no. x 1 bed units and 6 no. x 2 bed units); removal of basement car park; revised elevational treatment and all associated landscaping and 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.	CBC07 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.
3548/20	Dublin City Council	Planning permission for development on a site of 1,764sqm approximately (c.0.18ha) at Nos. 28-34, Braithwaite Street and Nos. 63-66 Pimlico, Dublin 8. The development will consist of the provision of a residential apartment scheme with a gross floor area of c.4,327 in 2no. blocks, each with separate street access via private entrance lobbies from Braithwaite Street and Pimlico, respectively; an overall height of 6 storeys above ground level (with screened and setback rooftop plant) comprising 49no. residential 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.	CBC07 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.
308871	Dublin City Council	Strategic housing development at 308871: Former Steelworks Site at 32A, 32B, 33, 34 and 35 James Street and a site off Basin View, Dublin 8. Demolition of existing buildings on site, construction of 189 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.	CBC07 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.
SD15A/0105/EP	South Dublin County Council	(1) a new access roadway into the site from Cloverhill Road; (2) a new single-storey changing facility for Ballyfermot Utd. Sports & Social Club including new vehicular and pedestrian access gates to the club grounds from the new access road and parking for 37 cars and 2 buses and (3) residential development of 43 2-storey dwellings including 44 car spaces and comprising 4 Type A 3-bedroom semi-detached houses, 19 Type B 3-bedroom terraced houses, 16 Type C 3-bedroom terraced houses and 4 Type D 2-bedroom terraced houses. The proposed development also includes all associated landscaping, site development and infrastructural 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.	CBC07 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.
312430	South Dublin County Council	units 64 and 65 Cherry Wood Industrial Estate and Kennelsfort Road Upper, Pakmerstown Dublin 10	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.	CBC07 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.
313320	Dublin City Council	927 no. apartments, childcare facility and associated site works. De La Salle Lands (a protected structure), Ballyfermot Road, Dublin 10.	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.	CBC07 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.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
PA0043	Dublin City Council	Health Infrastructure Development comprising National Paediatric Hospital, Innovation Centre and Family Accommodation Unit at St James' Hospital Campus, Satellite Centres at Tallaght and Connolly. Construction Compound at Davitt Road, 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.	CBC07 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.
IW09		Grand Canal. Grand Canal Wastewater Rehabilitation Project	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.	CBC07 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.
MP03		N3 Castaheany Interchange Upgrade	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.	CBC07 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.
MP11		Lucan LUAS	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.	CBC07 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.
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.	CBC07 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.
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	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.	CBC07 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.	CBC07 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.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
D1		<u>Dublin BusConnects</u> : 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.	CBC07 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.
C1		<u>Dublin BusConnects</u> : CBC 05 Blanchardstown to City Centre	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.	CBC07 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.
A2		<u>Dublin BusConnects</u> : CBC 06 Lucan to City Centre	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.	CBC07 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.
A3		<u>Dublin BusConnects</u> : CBC 0809 Tallaght-Clondalkin	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.	CBC07 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

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2584/14	Dublin City Council	The development will consist of modifications to permitted development of 33 new dwellings and alterations to an existing dwelling 'Beann', Reg Ref 2803/13. The proposed modifications comprise alterations to individual house designs of 8 permitted dwellings to include revised bedroom allocations and corresponding elevations and ancillary details. The overall number of bedspaces proposed is 148 (147 bedspaces permitted). The permitted development reg ref 2803/13 remains as permitted in respect of site layout and overall design.	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).
3359/14	Dublin City Council	Demolition of the north east boundary wall to Lucan Road and construction of 19 no. residential dwelling units comprising of a terrace of 7 no. houses, all three storey with three bedrooms with private front & rear gardens with on site car parking located to the rear of the site; 6 no. two storey three bedroom duplex units with north east facing balconies & terraces over 6 no. single storey two bedroom apartments with north east & south west terraces configured in 1 no. residential block to the front of the site onto Lucan Road; creation of a new vehicular site access off Lucan Road with surface car parking for 12 cars, bin store, bicycle parking, retaining boundary walls & railings & all associated external site works and landscaping.	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).
2708/17	Dublin City Council	Planning permission is sought to demolish 2 no. one storey sheds on the site to rear and side of existing house at "The Laurels", 54 Inchicore Road, Kilmainham, Dublin 8 and to construct; 5 no. three bedroom plus one study three storey terraced houses No's 1 to 5 with private rear gardens and private roof terrace space at second floor, 1 no. two storey two bedroom "mews like" unit with private open space and 1 no. three storey duplex residence off Inchicore Road, containing a two bedroom unit at ground floor and a three bedroom two storey unit with attic storage plus open space at upper level. Both apartments are provided with private and shared common space. In addition planning permission is sought to provide 8 no. surface car parking spaces to rear, a newly formed vehicular entrance off the main street to the left of existing entrance plus access to 3 no. existing car parking spaces to the front of the existing house.	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).
2869/17	Dublin City Council	The proposed development will consist of the demolition of the existing former Faulkners Industries Factory complex along with the two no. 2 storey semi-detached dwellings and the construction of 171 no. apartments in two no. 5 storey apartment blocks over a single level basement.	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).

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
4122/17	Dublin City Council	The development will consist of demolition of existing single storey commercial garage/sheds and front boundary wall and the construction of 8 no. 2-storey, 2-bed townhouses in a terraced block with new access/ egress to site at the junction of First Avenue and Liffey Street South and all on and off site development 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).
4174/18	Dublin City Council	Planning permission for development at this site of c. 0.3779 hectares located north of Chapelizod Court, west of Lucan Road, east of the Chapelizod bypass and south of 688 Lucan Road. The proposed development will comprise a residential scheme of 30 no. 1, 2 and 3 bed apartments/duplexes in 2 no. four storey blocks, with units ranging in size from c. 47 sqm to c. 110 sqm. Block A will have 17 no. units with 5 no. 1 beds; 9 no. 2 beds; and 3 no. 3 beds. Block B will have 13 no. units with 5 no. 1 beds, 5 no. 2 beds; and 3 no. 3 beds. Units provided with south/east/west/north facing balconies/terraces. All associated site development works, services provision, vehicular/pedestrian access, car and bicycle parking, open space, bin stores, landscaping and boundary treatment 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).
2881/19	Dublin City Council	PROTECTED STRUCTURE: Planning permission for development on this site located within St. Patrick's University Hospital campus, James's Street, Dublin 8 Overall site area of c.4.2 ha: The development will consist of the provision of additional floor space comprising a part-four storey development to incorporate a ground floor in-patient bedroom extension (13 no. bedrooms) to the existing 'Willow Grove' Adolescent Care Unit with associated recreation hall, staff, clinical support and daily living spaces (956 sq.m). roof mounted plant room (36 sq m) linked to existing structures at ground and first floor level, including secure internal landscaped courtyards.	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).
SD19A/0320	South Dublin County Council	New bus interchange facility with associated set down area; street furniture; passenger waiting shelters; signage and lighting; infrastructure and landscaping works at the existing car park, north of the Liffey Valley Shopping Centre, along the ring road (Ascaill na Life) and the main access road from the Fonthill Road (Bóthar na Life).	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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SHD3ABP-305857-19	South Dublin County Council	Mixed use scheme which consists of: (a) 252 residential units in 3 blocks made up of 247 apartment/duplex units within 2 2-8 storey blocks (1 of which is over podium car park) comprising 119 one bed units, 125 two bed units, and 3 three bed units; 5 2 storey, three bed semi-detached/terraced house; all of the residential units will have associated private open space/balconies/terraces facing north/south/east/west; (b) a separate non-residential block measuring (total floor area c. 1118sq.m) and will comprise a creche (c.430sq.m), retail unit (c. 269sq.m), gym (c.152sq.m), community room (c. 231sq.m), and concierge (c. 36sq.m). The development will have 225 car parking spaces (145 spaces at undercroft level, 70 spaces at surface level and 10 spaces at the 5 houses), 5 motorcycle parking spaces and 308 secure bike parking spaces. The site is accessed through the existing vehicular access to the west, off the unnamed road to the west. There will be a number of pedestrian entrances along St. Lomans Road, the Fonthill Road (R113) and the unnamed road to the west. In addition to all the new facilities all other site services and works to enable the development of the site will also be provided including site, bin stores, ESB substations, associated roadworks and services connections, a large quantity of public and communal open space, boundary treatment works and landscaping.	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).
3344/20	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of the existing HUI Building at Dr. Steeven's Hospital, Dublin. The development will be carried out within the curtilage of a protected structure. (Dr. Steeven's Hospital - reference 7840).	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).
3343/20	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of existing garden stores and the proposed construction of a waste management storage facility. The development will be carried out within the curtilage of a protected structure (reference Dr. Steeven's Hospital - 7840).	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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4122/17	Dublin City Council	Demolition of existing structures, Construction of 358 bedspaces. Cunningham House, Trinity Hall, Dartry, Dublin 6	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).
SHD3ABP-305857-19	South Dublin County Council	Demolition of existing buildings and Construction of 287 apartments. Lands adjacent to 'The Grange', Brewery Road/Stillorgan Road, Stillorgan, Blackrock, Co. Dublin	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).
307092	South Dublin County Council	Lands at Palmerstown Retail Park, Kennelsfort Road Lower, Palmerstown Dublin 20	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).
IW09		Grand Canal. Grand Canal Wastewater Rehabilitation Project	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.	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).

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP03		N3 Castaheany Interchange Upgrade: refer to "Details" link	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.	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).
MP11		Lucan LUAS	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.	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).
MP12		DART+ Programme South West	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). 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).
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	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). 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).

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
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. 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). 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).
A2		<u>Dublin BusConnects</u> : CBC 06 Lucan to City Centre	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). 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).
A3		<u>Dublin BusConnects</u> : CBC 0809 Tallaght-Clondalkin	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). 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).

Table A21.2.3: Stage 3 and 4: Population

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3672/13	Dublin City Council	The proposed development consists of the construction of 8 no. 3 & 4 bed houses, comprised of 1 no. 2 storey detached house, 2 no. 2 storey semi-detached houses & 5 no. 2-3 storey terraced houses. 726 and rear of 730-734, South Circular Road, Dublin 8.	<p><u>Construction</u> As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take.</p> <p><u>Operation</u> There is no potential for cumulative effects on land take during operation.</p>	<p><u>Construction</u> Proposed mitigation would be to avoid construction overlap of the two projects.</p> <p><u>Operation</u> No mitigation proposed.</p>	<p><u>Construction</u> The residual significance of effect will be positive and not significant once construction overlap is avoided.</p> <p><u>Operation</u> As there is no potential for cumulative effects, there will be no residual cumulative effects on land take.</p>	Projects are planned to avoid construction overlap. Construction dates are uncertain as we could not verify whether the development had been built.
3635/16	Dublin City Council	Planning permission sought for the construction of a 3 storey building to the street front, as extension with pedestrian link into the existing building to 205 Emmet Road, consisting of retail/ restaurant at Ground Level (Area: 140.6 m2) with two storeys of residential above: including balconies to the south elevation, fronting Emmet Road. The proposal also includes for the construction of a four storey apartment development to the rear of 205A Emmet Road.	<p><u>Construction</u> As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take.</p> <p><u>Operation</u> There is no potential for cumulative effects on land take during operation.</p>	<p><u>Construction</u> Proposed mitigation would be to avoid construction overlap of the two projects.</p> <p><u>Operation</u> No mitigation proposed.</p>	<p><u>Construction</u> The residual significance of effect will be positive and not significant once construction overlap is avoided.</p> <p><u>Operation</u> As there is no potential for cumulative effects, there will be no residual cumulative effects on land take.</p>	Projects are planned to avoid construction overlap. Construction dates are uncertain as we could not verify whether the development had been built.
2950/17	Dublin City Council	The proposed development comprises site clearance and levelling works, including the demolition of all existing building(s) on site and the construction of a new Aparthotel building that ranges in height between 3 and 7-storeys above two lower ground levels (along the southern part of site) to provide a total Gross Floor Area (GFA) of 6,346.8 sq.m. Guest/ pedestrian access is provided along the southern frontage onto James Street leading into the reception area with ancillary Café at ground floor. James Street.	<p><u>Construction</u> As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take.</p> <p><u>Operation</u> There is no potential for cumulative effects on land take during operation.</p>	<p><u>Construction</u> Proposed mitigation would be to avoid construction overlap of the two projects.</p> <p><u>Operation</u> No mitigation proposed.</p>	<p><u>Construction</u> The residual significance of effect will be positive and not significant once construction overlap is avoided.</p> <p><u>Operation</u> As there is no potential for cumulative effects, there will be no residual cumulative effects on land take.</p>	Projects are planned to avoid construction overlap. Construction dates are uncertain as we could not verify whether the development had been built.
SD19A/0320	South Dublin County Council	New bus interchange facility with associated set down area; street furniture; passenger waiting shelters; signage and lighting; infrastructure and landscaping works at the existing car park, north of the Liffey Valley Shopping Centre, along the ring road (Ascaill na Life) and the main access road from the Fonthill Road (Bóthar na Life).	<p><u>Construction</u> As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take.</p> <p><u>Operation</u> There is no potential for cumulative effects on land take during operation.</p>	<p><u>Construction</u> Proposed mitigation would be to avoid construction overlap of the two projects.</p> <p><u>Operation</u> No mitigation proposed.</p>	<p><u>Construction</u> The residual significance of effect will be positive and not significant once construction overlap is avoided.</p> <p><u>Operation</u> As there is no potential for cumulative effects, there will be no residual cumulative effects on land take.</p>	Projects are planned to avoid construction overlap. Construction dates are uncertain as we could not verify whether the development had been built.
SD20A/0089	South Dublin County Council	Mixed leisure, entertainment and retail extension to the existing Liffey Valley Centre organised around a large public plaza and pedestrian friendly east-west street.	<p><u>Construction</u> As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take.</p> <p><u>Operation</u> There is no potential for cumulative effects on land take during operation.</p>	<p><u>Construction</u> Proposed mitigation would be to avoid construction overlap of the two projects.</p> <p><u>Operation</u> No mitigation proposed.</p>	<p><u>Construction</u> The residual significance of effect will be positive and not significant once construction overlap is avoided.</p> <p><u>Operation</u> As there is no potential for cumulative effects, there will be no residual cumulative effects on land take.</p>	Projects are planned to avoid construction overlap. Construction dates are uncertain as we could not verify whether the development had been built.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3567/20	Dublin City Council	Planning permission consisting of amendments to approved planning permission (application no. 3188/17 ABP-300972-18) for 24 no. apartments in 2 no. 4 to 5 storey blocks to provide overall 33 no. apartments in 2 no. 4 to 5 storey blocks as follows: internal layout of front Block A revised to increase accommodation from 15 no. approved apartments (1 no. x studio, 4 no. x 1 bed units, 7 no. x 2 bed units, 3no. x 3 bed units and 1 no. office unit) to 22 no. apartments (13 no. x 1 bed units, and 9 no. x 2 bed units), 2 no. x secure bicycle stores and 1 no. bin store; relocation of rear Block B to align with new office building on 26-29 Old Kilmainham and block width reduced from 17.3m to 15.6m; internal layout of rear Block B revised to increase accommodation from 9 no. approved apartments (1 no. x 1 bed unit, 6 no. x 2 bed units, and 2 no. x 3 bed units) to 11 no. apartments ( 5no. x 1 bed units and 6 no. x 2 bed units); removal of basement car park; revised elevational treatment and all associated landscaping and site works.	<p><u>Construction</u> As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take.</p> <p><u>Operation</u> There is no potential for cumulative effects on land take during operation.</p>	<p><u>Construction</u> Proposed mitigation would be to avoid construction overlap of the two projects.</p> <p><u>Operation</u> No mitigation proposed.</p>	<p><u>Construction</u> The residual significance of effect will be positive and not significant once construction overlap is avoided.</p> <p><u>Operation</u> As there is no potential for cumulative effects, there will be no residual cumulative effects on land take.</p>	Projects are planned to avoid construction overlap. Construction dates are uncertain as we could not verify whether the development had been built.
308871	Dublin City Council	Strategic housing development at 308871: Former Steelworks Site at 32A, 32B, 33, 34 and 35 James Street and a site off Basin View, Dublin 8. Demolition of existing buildings on site, construction of 189 no. Build to Rent apartments and associated site works.	<p><u>Construction</u> As there is uncertainty around the scheme's construction dates the assessment of cumulative effects has assumed a worst case of construction overlap which would lead to a potential cumulative impact on land take.</p> <p><u>Operation</u> There is no potential for cumulative effects on land take during operation.</p>	<p><u>Construction</u> Proposed mitigation would be to avoid construction overlap of the two projects.</p> <p><u>Operation</u> No mitigation proposed.</p>	<p><u>Construction</u> The residual significance of effect will be positive and not significant once construction overlap is avoided.</p> <p><u>Operation</u> As there is no potential for cumulative effects, there will be no residual cumulative effects on land take.</p>	Projects are planned to avoid construction overlap. Construction dates are uncertain as we could not verify whether the development had been built.
SD15A/0105/EP	South Dublin County Council	(1) a new access roadway into the site from Cloverhill Road; (2) a new single-storey changing facility for Ballyfermot Utd. Sports & Social Club including new vehicular and pedestrian access gates to the club grounds from the new access road and parking for 37 cars and 2 buses and (3) residential development of 43 2-storey dwellings including 44 car spaces and comprising 4 Type A 3-bedroom semi-detached houses, 19 Type B 3-bedroom terraced houses, 16 Type C 3-bedroom terraced houses and 4 Type D 2-bedroom terraced houses. The proposed development also includes all associated landscaping, site development and infrastructural works.	<p><u>Construction</u> The BusConnects corridor requires land take encompassing one of the entrances to the road that the other development is located on, but does not overlap directly with the other development. Therefore, it is expected that if construction of the other development was underway before construction of the BusConnects corridor there would be no impact on the BusConnects corridor's required land take's availability and therefore not resulting increase in the temporal scope of the BusConnects corridor's land take. Given this, as well as there being no significant amenity impacts (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.</p> <p>Site specific accessibility impacts have been considered to be out of scope for this assessment.</p> <p><u>Operation</u> Given that the two proposals' areas do not overlap and that no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation. Site specific accessibility impacts have been considered to be out of scope for this assessment.</p>	<p><u>Construction</u> There are no anticipated cumulative impacts on amenity or land take, meaning no mitigation measures for land take and amenity cumulative impacts are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.</p> <p><u>Operation</u> There are no mitigation measures for land take and amenity cumulative impacts. Site specific accessibility impacts have been considered to be out of scope for this assessment.</p>	<p><u>Construction</u> Site specific accessibility impacts have been considered to be out of scope for this assessment.</p> <p>Due to there being no anticipated cumulative effects on land take and amenity (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at construction stage.</p> <p><u>Operation</u> Due to there being no anticipated cumulative effects on land take and amenity (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at operation stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.</p>	<p>Cumulative impacts relating to accessibility have been considered to be out of scope for this assessment.. Therefore, cumulative effects on accessibility are unclear at this stage, given that no results from traffic modelling have been submitted by any parties.</p> <p>Additionally, the planning application appears to be an extension for permissions to October 2022 and requires further details from the developer. At this point, it is unclear if the development shall occur. In the scenario where the development does not occur, no cumulative effects shall exist.</p>

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
312430	South Dublin County Council	units 64 and 65 Cherry Orchard Industrial Estate and Kennelsfort Road Upper, Palmerstown Dublin 10	<p><b>Construction</b> The BusConnects corridor requires land take encompassing an entrance to the road that the other development is located on, but does not overlap directly with the other development. Therefore, it is expected that if construction of the other development was underway before construction of the BusConnects corridor there would be no impact on the BusConnects corridor's required land take's availability and therefore not resulting increase in the temporal scope of the BusConnects corridor's land take. Given this, as well as there being no significant amenity impacts (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.</p> <p>The other development's EIAR highlights the potential for increased congestion and/or public safety hazards at construction stage, with the significance of these impacts likely to be moderate if appropriate mitigation measures are not implemented. However, based on their assessment of traffic management during the construction phase (found within section 4 of the development's Outline Waste and Construction Management Plan) this conclusion is predicated on having access to the site via Cherry Orchard Industrial Road to the south of the development. This backs directly onto the BusConnects corridor. Site specific accessibility impacts have been considered to be out of scope for this assessment.</p> <p><b>Operation</b> Given that the two proposals' areas do not overlap and that no significant amenity impacts (as stated within the BusConnects corridor's associated EIAR) of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation.</p> <p>Site specific accessibility impacts have been considered to be out of scope for this assessment.</p>	<p><b>Construction</b> Site specific accessibility impacts have been considered to be out of scope for this assessment.</p> <p>There are no anticipated cumulative impacts on amenity or land take, meaning no mitigation measures for land take and amenity cumulative impacts are required at this stage.</p> <p><b>Operation</b> There are no anticipated cumulative impacts on amenity, land take or accessibility. Therefore no mitigation measures are required at this stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.</p>	<p><b>Construction</b> Site specific accessibility impacts have been considered to be out of scope for this assessment.</p> <p>Due to there being no anticipated cumulative effects on land take and amenity (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at construction stage.</p> <p><b>Operation</b> Due to there being no anticipated cumulative effects on land take, amenity or accessibility (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at operation stage. Site specific accessibility impacts have been considered to be out of scope for this assessment.</p>	<p>Cumulative impacts relating to accessibility have been considered to be out of scope for this assessment.. Therefore, cumulative effects on accessibility are unclear at this stage, given that no results from traffic modelling have been submitted by any parties.</p> <p>At this point, the application report has been returned to An Bord Pleanála. Therefore, no final decision has been made on the granting of planning permission for the development. As such, it is unclear if the development shall go ahead.</p>

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313320	Dublin City Council	927 no. apartments, childcare facility and associated site works. DE La Salle Lands (a protected structure), Ballyfermot Road, Dublin 10.	<p><u>Construction</u> The BusConnects corridor requires temporary land take partially comprising of the land and building of the other development site's area (La Salle National School). Therefore, it is expected that if construction of the other development was underway before construction of the BusConnects corridor commenced then that land would be unavailable to use. The total area of cumulative land take would be limited to the land at the front of the current building meaning the duration of land take may potentially increase as construction of the BusConnects corridor follows construction of the other development (or vice versa). There is the potential for the temporal scope of the projects to overlap and considering the size of the area required by the BusConnects corridor, construction would be of moderate duration. Therefore, cumulative impacts on land take are expected. However, given that no significant amenity impacts (as stated within the route's associated EIAR) of the route at construction stage have been identified, no cumulative impacts on amenity at construction stage are expected.</p> <p>Site specific accessibility impacts have been considered to be out of scope for this assessment.</p> <p><u>Operation</u> The BusConnects corridor requires permanent land take partially comprising of the land of the other development site. Therefore, there is the potential for cumulative land take effects during the operational stage. However, despite the provision of the childcare facility, given that no significant amenity impacts (as stated within the route's associated EIAR) of the route at operational stage have been identified, no cumulative impacts on amenity at operation stage are expected.</p> <p>Site specific accessibility impacts have been considered to be out of scope for this assessment.</p>	<p><u>Construction</u> Site specific accessibility impacts have been considered to be out of scope for this assessment.</p> <p>To mitigate land take cumulative impacts, it may be possible to collaborate with third party developers to plan construction so as to reduce impacts where reasonably practicable.</p> <p>Finally, there are no anticipated cumulative impacts on amenity, meaning no mitigation measures for amenity cumulative impacts are required at this stage.</p> <p><u>Operation</u> Site specific accessibility impacts have been considered to be out of scope for this assessment.</p> <p>Given the overlap between the BusConnects corridor's permanent land take and the other development site, an operation stage cumulative impact on land take exists. 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.</p> <p>Finally, there are no anticipated cumulative impacts on amenity, meaning no mitigation measures for amenity cumulative impacts are required at this stage.</p>	<p><u>Construction</u> Site specific accessibility impacts have been considered to be out of scope for this assessment. Due to there being no anticipated cumulative effects on amenity (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at construction stage.</p> <p><u>Operation</u> Site specific accessibility impacts have been considered to be out of scope for this assessment. Due to there being no anticipated cumulative effects on amenity (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at operation stage.</p>	<p>The site area has not been defined on the BusConnects project mapper or on the alternative source provided in the previous tab. Therefore, it has been assumed that the site area comprises of the entire building and all lands currently attached to Le Salle National School. In the event that this assumption is proven incorrect and the development is smaller, cumulative impacts on land take at both the construction and operation stages may be lower than predicted/non-existent. Additionally, the decision made by An Bord Pleanála regarding the developer's application indicates that further consideration and/or amendments are required. Therefore, at this point, it is not clear if the development shall occur, or to what scale it shall occur. Thus, there is further uncertainty pertaining to the size/existence of construction and operation stage cumulative effects.</p> <p>Cumulative impacts relating to accessibility have been considered to be out of scope for this assessment.. Therefore, cumulative effects on accessibility are unclear at this stage, given that no results from traffic modelling have been submitted by any parties.</p>

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
PA0043	Dublin City Council	<p>Health Infrastructure Development comprising National Paediatric Hospital, Innovation Centre and Family Accommodation Unit at St James' Hospital Campus, Satellite Centres at Tallaght and Connolly. Construction Compound at Davitt Road, Dublin.</p>	<p><b>Construction</b> Construction is currently underway at the New Children's Hospital on the St James' Hospital Campus. This is within 50m of the BusConnects corridor. Additionally, construction of the compound on Davitt Road is underway, located over 400m from the BusConnects corridor. Site specific accessibility impacts have been considered to be out of scope for this assessment.</p> <p>While there is no overlap between the site areas of the development and BusConnects corridor land take, there may be overlap between the site areas of the developments that have not begun and the BusConnects corridor land take. Therefore, it is expected that if construction of the other development was underway before construction of the BusConnects corridor, there may be an impact on the BusConnects corridor's required land take's availability and therefore a resulting increase in the temporal scope of the BusConnects corridor's land take.</p> <p>Finally, given there are no significant amenity impacts (as stated within the route's associated EIAR) of the route at construction stage, no cumulative impacts on amenity at construction stage are expected.</p> <p><b>Operation</b> Given that the two proposals' areas do not overlap and that no significant amenity impacts (as stated within the route's associated EIAR) of the route at operation stage have been identified, there is no potential for cumulative impacts on land take or amenity during operation.</p> <p>Site specific accessibility impacts have been considered to be out of scope for this assessment.</p>	<p><b>Construction</b> Site specific accessibility impacts have been considered to be out of scope for this assessment.</p> <p>There are no anticipated cumulative impacts on amenity or land take, meaning no mitigation measures for land take and amenity cumulative impacts are required at this stage.</p> <p><b>Operation</b> Site specific accessibility impacts have been considered to be out of scope for this assessment.</p> <p>There are no mitigation measures for land take and amenity cumulative impacts.</p>	<p><b>Construction</b> Site specific accessibility impacts have been considered to be out of scope for this assessment. Due to there being no anticipated cumulative effects on land take and amenity (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at construction stage.</p> <p><b>Operation</b> Site specific accessibility impacts have been considered to be out of scope for this assessment. Due to there being no anticipated cumulative effects on land take and amenity (and therefore no corresponding mitigation measures), there are no residual cumulative impacts on land take and amenity at operation stage.</p>	<p>Cumulative impacts relating to accessibility have been considered to be out of scope for this assessment.. Therefore, cumulative effects on accessibility are unclear at this stage, given that no results from traffic modelling have been submitted by any parties.</p> <p>Additionally, the exact site area of the developments is unclear, given that it is not on ProjectMapper or the alternative source provided in the previous tab. Thus, it has been assumed that the site area comprises of the entirety of St James' Hospital. Therefore, in the event that this assumption is proven to be incorrect, there is scope for construction stage land take cumulative impacts to reduce.</p>

Table A21.2.4: Stage 3 and 4: Human Health

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3067/13	Dublin City Council	Construction of 88 bedroom Nursing Home in a 6-storey over 3 no. basement level building with provision for 48 no. car parking spaces as amendments to previously permitted Nursing Home (Reg. Ref. 2811/09 – 80 bedrooms) at the junction of Irwin Street and Irwin Court, Kilmainham, Dublin 8.	<p><u>Construction</u> Likelihood of in-combination impacts of dust, noise and general disruption are considered limited due to the separation between the proposed site at Irwin Court/Irwin Street and the proposed scheme on R810 Mount Brown. Relatively tall buildings provide some shielding between the two sites and the Crammock River which is between the sites also limits pedestrian interaction. On this basis the impact is judged to be Negative, Not Significant, and Temporary.</p> <p><u>Operation</u> No likely significant effects are anticipated once constructed.</p>	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.	<p><u>Construction</u> Negative, Not Significant and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
3672/13	Dublin City Council	The proposed development consists of the construction of 8 no. 3 & 4 bed houses, comprised of 1 no. 2 storey detached house, 2 no. 2 storey semi-detached houses & 5 no. 2-3 storey terraced houses. 726 and rear of 730-734, South Circular Road, Dublin 8.	<p>Site is within 30m of Proposed Scheme with a combination of residential and business use nearby. The proposed site is immediately adjacent to the St Marthas Day Centre which offers support for people with mental health difficulties.</p> <p><u>Construction</u> Potential for in for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. In particular, there may be more sensitive individuals attending the mental health Day Centre. On this basis the cumulative impact is assessed as Negative, Moderate and Temporary.</p> <p><u>Operation</u> No likely significant effects are anticipated once constructed.</p>	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.	<p><u>Construction</u> Negative, Moderate and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
3964/14	Dublin City Council	The development consists of a commercial/retail unit, 7 no. one bedroom apartments and 6 no. two bedroom apartments (total 13 no. apartments), balconies and roof terraces/gardens at 2nd and 3rd floors, new vehicle and pedestrian entrances at South Circular Road, 5 no. car spaces and ancillary site development works. The proposed building is two, three and four storeys in height.	<p>Site abuts Proposed Scheme with a combination of residential and business use nearby. The proposed site is immediately adjacent to the St Marthas Day Centre which offers support for people with mental health difficulties.</p> <p><u>Construction</u> Potential for in for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. In particular, there may be more sensitive individuals attending the mental health Day Centre. On this basis the cumulative impact is assessed as Negative, Moderate and Temporary.</p> <p><u>Operation</u> No likely significant effects are anticipated once constructed.</p>	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.	<p><u>Construction</u> Negative, Moderate and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
4179/15	Dublin City Council	The proposed development comprises a part 2, part 4 and part 6-storey building over lower ground floor level to provide 14 no. residential dwellings (with integrated car parking provision) and c. 1,971 sq.m (GFA) of office accommodation. Vehicular access to the lower ground level is proposed at the northern end of the site off Brookfield Road. Communal landscaped open space and private gardens are provided to the rear of the proposed building at podium and ground floor levels.	<p>Proposed development is on Brookfield Road. There are business and residential receptors on R810 Emmet Road which could be exposed to the two projects (front and rear of properties).</p> <p><u>Construction</u> Potential for in for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. If project construction periods overlap there could be impacts to both the front and rear of properties, limiting the ability of residents/employees to avoid noise exposure. 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.</p> <p><u>Operation</u> No likely significant effects are anticipated once constructed.</p>	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.	<p><u>Construction</u> Negative, Moderate and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3430/16	Dublin City Council	Proposal for the construction of a new 4-storey building (over covered yard at basement level) comprising; A) A commercial/retail unit at ground floor. B) Residential entrance off Emmet Road accessing 3 no. 2/bedroomed apartments at first, second and third floor respectively with a balcony (for planter maintenance /access only) at each level overlooking the Camac river. C) A walkway for public use along the river at ground floor and basement level. D) A covered refuse and bicycle storage yard with gated access to the rear access lane and E) A private terrace/roof garden for each of the residential units at roof level accessed via a raised stairwell at roof level. All at vacant/derelict site at 203 Emmet Road, Inchicore, Dublin 8.	<p>Proposed development is on Emmet Road. There are business and residential receptors on R810 Emmet Road which could be exposed to the two projects.</p> <p><u>Construction</u> Potential for in for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. Receptors potentially most exposed would be residents of block of flats on opposite side of Camac river. 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, Slight and Temporary.</p> <p><u>Operation</u> No likely significant effects are anticipated once constructed.</p>	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.	<p><u>Construction</u> Negative, Slight and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
3635/16	Dublin City Council	Planning permission sought for the construction of a 3 storey building to the street front, as extension with pedestrian link into the existing building to 205 Emmet Road, consisting of retail/ restaurant at Ground Level (Area: 140.6 m2) with two storeys of residential above: including balconies to the south elevation, fronting Emmet Road. The proposal also includes for the construction of a four storey apartment development to the rear of 205A Emmet Road.	<p>Proposed development is on Emmet Road. There are business and residential receptors on R810 Emmet Road which could be exposed to the two projects.</p> <p><u>Construction</u> Potential for in for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. Receptors potentially most exposed would be residents of block of flats facing Camac river which is on the same site as the proposed development. 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, Slight and Temporary.</p> <p><u>Operation</u> No likely significant effects are anticipated once constructed.</p>	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.	<p><u>Construction</u> Negative, Slight and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
2950/17	Dublin City Council	The proposed development comprises site clearance and levelling works, including the demolition of all existing building(s) on site and the construction of a new Aparthotel building that ranges in height between 3 and 7-storeys above two lower ground levels (along the southern part of site) to provide a total Gross Floor Area (GFA) of 6,346.8 sq.m. Guest/ pedestrian access is provided along the southern frontage onto James Street leading into the reception area with ancillary Café at ground floor. James Street.	<p>Proposed hotel would be constructed by St James Medical Centre, on James Street.</p> <p><u>Construction</u> Potential for in for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents, employees in local businesses and patients using St James Medical Centre. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however users of the St James Medical Centre may be more sensitive as more likely to be unwell. The risk to disrupting medical appointments is considered low, however, and health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Moderate and Temporary.</p> <p><u>Operation</u> No likely significant effects are anticipated once constructed.</p>	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.	<p><u>Construction</u> Negative, Moderate and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3188/17	Dublin City Council	Demolition of existing buildings on site construction of a 26 no. unit apartment development in two blocks over basement car park, with 26 no. car parking spaces and 26 no. bicycle parking spaces; vehicular access to ramp at location of existing site entrance; associated landscaping and site works. 23-25 Old Kilmainham Road, Dublin 8.	<p>Proposed development is on Emmet Road. There are business and residential receptors on R810 Emmet Road which could be exposed to the two projects.</p> <p><u>Construction</u> Potential for in for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. Receptors potentially most exposed would be residents of Shannon Terrace whose houses back onto the project site and whose access would be temporarily affected by the Proposed Scheme. 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, Slight and Temporary.</p> <p><u>Operation</u> No likely significant effects are anticipated once constructed.</p>	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.	<p><u>Construction</u> Negative, Slight and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
2881/19	Dublin City Council	PROTECTED STRUCTURE: Planning permission for development on this site located within St. Patrick's University Hospital campus, James's Street, Dublin 8 Overall site area of c.4.2 ha: The development will consist of the provision of additional floor space comprising a part-four storey development to incorporate a ground floor in-patient bedroom extension (13 no. bedrooms) to the existing 'Willow Grove' Adolescent Care Unit with associated recreation hall, staff, clinical support and daily living spaces (956 sq.m). roof mounted plant room (36 sq m) linked to existing structures at ground and first floor level, including secure internal landscaped courtyards.	<p>Proposed development is n St Patricks Hospital, close to part of the Proposed Scheme with Bow Lane West junction.</p> <p><u>Construction</u> Potential for in for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. Receptors potentially most sensitive would be patients at the hospital, which caters for mental illness. However it is not likely that these patients would be very sensitive to cumulative impacts, as the more immediate impacts of works to the hospital itself would likely dominate. Impacts are likely to be psychosocial responses, such as irritation, however health impacts are likely to be transient. On this basis the impact is predicted to be Negative, Slight and Temporary.</p> <p><u>Operation</u> No likely significant effects are anticipated once constructed.</p>	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.	<p><u>Construction</u> Negative, Slight and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
SD19A/0320	South Dublin County Council	New bus interchange facility with associated set down area; street furniture; passenger waiting shelters; signage and lighting; infrastructure and landscaping works at the existing car park, north of the Liffey Valley Shopping Centre, along the ring road (Ascaill na Life) and the main access road from the Fonthill Road (Bóthar na Life).	<p>The Liffey Valley Shopping Centre is one of the largest shopping and leisure centres in Dublin, close to the communities of Lucan, Palmerstown and Clondalkin.</p> <p><u>Construction</u> During construction, there would likely be some cumulative disruption to travellers, particularly car drivers, with a destination to the Liffey Valley Shopping Centre. It is not considered likely that the nearby residential and school receptors would be significantly impacted on. Health impacts would be likely to be psychosocial such as annoyance and frustration. Impacts are expected to be transient and reversible. Therefore assessed as Negative, Slight and Temporary.</p> <p><u>Operation</u> The proposal for a new bus interchange facility would be complementary to the Proposed Scheme. It would help support efficient and comfortable 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. The impact is predicted to be Positive, Significant and Permanent.</p>	<p>Mitigation for construction impacts 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.</p> <p>No mitigation required for operation.</p>	<p><u>Construction</u> Negative, Slight and Temporary.</p> <p><u>Operation</u> Positive, Significant and Permanent.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2155/20	Dublin City Council	The development will consist of the demolition of the existing two-storey warehouse/commercial building and the construction of an eight-storey apartment building comprising 34 no. apartment units (12 no. studio units, 14 no. 1-bed units and 8 no. 2-bed units) with associated balconies/terraces, etc. 25-27, Bow Lane West, Dublin 8.	<p>This development would be situated behind a row of buildings (commercial and residential) that front the Proposed Scheme.</p> <p><u>Construction</u> Potential for in for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. If project construction periods overlap there could be impacts to both the front and rear of properties, limiting the ability of residents/employees to avoid noise exposure. 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 for a small number of receptors.</p> <p><u>Operation</u> No likely significant effects are anticipated once constructed.</p>	Mitigation for construction impacts 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.	<p><u>Construction</u> Negative, Moderate and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
SD20A/0089	South Dublin County Council	Mixed leisure, entertainment and retail extension to the existing Liffey Valley Centre organised around a large public plaza and pedestrian friendly east-west street.	<p>A large-scale development to the existing Liffey Valley Shopping Centre.</p> <p><u>Construction</u> During construction, there would likely be some cumulative disruption to travellers, particularly car drivers, with a destination to the Liffey Valley Shopping Centre. While there are residential communities surrounding the shopping centre, they are relatively distant and unlikely to be significantly impacted on in terms of noise, dust and other nuisances. Health impacts would be likely to be psychosocial such as annoyance and frustration. Impacts are expected to be transient and reversible. Therefore assessed as Negative, Slight and Temporary.</p> <p><u>Operation</u> No likely significant cumulative impact is anticipated during operation.</p>	Mitigation for construction impacts 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.	<p><u>Construction</u> Negative, Slight and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
308871	Dublin City Council	Strategic housing development at 308871: Former Steelworks Site at 32A, 32B, 33, 34 and 35 James Street and a site off Basin View, Dublin 8. Demolition of existing buildings on site, construction of 189 no. Build to Rent apartments and associated site works.	<p>This development would be situated behind a row of buildings (commercial and residential) that front the Proposed Scheme.</p> <p><u>Construction</u> Potential for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees in local businesses. If project construction periods overlap there could be impacts to both the front and rear of properties, limiting the ability of residents/employees to avoid noise exposure. Nearest buildings are currently unoccupied and would be demolished. 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, Slight and Temporary for a small number of receptors.</p> <p><u>Operation</u> No likely significant cumulative impact is anticipated during operation.</p>	Mitigation for construction impacts 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.	<p><u>Construction</u> Negative, Slight and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
313320	Dublin City Council	927 no. apartments, childcare facility and associated site works. De La Salle Lands (a protected structure), Ballyfermot Road, Dublin 10.	<p>Limited information currently available on this proposal, but it is assumed it would be on the site of the (now closed) De La Salle National School, Ballyfermot Road.</p> <p><u>Construction</u> Potential for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents on Ballyfermot Road and potentially Thomond Road. Potential also for impacts on adjacent Ballyfermot Family Resource Centre, Kylemore Community Training Centre and St. Gabriel's Primary School. Impacts are likely to be momentary disruption of access from traffic management or construction plant movements, but not likely to be significant interruptions to access. Noise and vibration from construction sites may trigger 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, Slight and Temporary for local residents and users of adjacent community facilities.</p> <p><u>Operation</u> No likely significant cumulative impact is anticipated during operation.</p>	Mitigation for construction impacts 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.	<p><u>Construction</u> Negative, Slight and Temporary.</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
PA0043	Dublin City Council	Health Infrastructure Development comprising National Paediatric Hospital, Innovation Centre and Family Accommodation Unit at St James' Hospital Campus, Satellite Centres at Tallaght and Connolly. Construction Compound at Davitt Road, Dublin.	<p>Construction is underway for the new Children's Hospital on the St James' Hospital Campus which is within 50m of Proposed Scheme. A compound is located on Davitt Road which is over 400m from the Proposed Scheme.</p> <p><u>Construction</u> Potential for in-combination impact of noise, dust, general disruption from construction traffic and plant affecting nearby residents and employees of businesses on R810 Mount Brown, Brookfield Road, Cameron Square, O'Reilly Avenue, Donnellan Avenue, Owen's Avenue, Quinn Avenue, and Burke Place. If project construction periods overlap there could be impacts to both the front and rear of properties, limiting the ability of residents/employees to avoid noise exposure. Impacts are likely to be psychosocial responses, such as irritation and loss of concentration, however health impacts are likely to be transient. Here are also potential impacts on access to/from St James' Hospital associated with construction traffic. It is not anticipated that there would be any cumulative impact on the National Ambulance Service Station on Davitt Road due to distance between the two projects and use of separate transport routes. No cumulative impacts on satellite centres are anticipated. On this basis the impact is predicted to be Negative, Significant and Temporary for several receptors.</p> <p><u>Operation</u> A potential cumulative beneficial impact on access to healthcare is anticipated from the new location of the Children's Hospital in combination with improved bus corridor infrastructure from the Proposed Scheme. This combination is likely to be beneficial to patients and visitors who have limited access to cars. This is anticipated to be at least Positive, Moderate and Long-term in terms of effect on access to health services.</p>	<p>Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity. Access will be maintained to all hospitals and healthcare facilities by the Proposed Scheme, and this is also a fundamental requirement of the Children's Hospital development with its shared access to St James on Brookfield Road. With these measures in place it is not anticipated that the cumulative impact on health would be greater than the impact of each project in isolation.</p>	<p><u>Construction</u> Negative, Moderate, Short-term.</p> <p><u>Operation</u> Positive, Moderate, Long-term.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP11		Lucan LUAS	<p>Lucan Luas is routed along R833 Ballyfermot Road, which is also the route of the Proposed Scheme.</p> <p><u>Construction</u> In the unlikely scenario that construction periods overlap there would be in-combination impacts of noise, dust, general disruption from construction traffic and traffic management. 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, Moderate and Temporary.</p> <p><u>Operation</u> 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.</p>	<p>Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity.</p> <p>Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for local residents due to the schemes in combination.</p>	<p><u>Construction</u> As for pre-mitigation (Not Significant)</p> <p><u>Operation</u> Positive, Significant in the Long term on health.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
MP12		DART+ Programme South West	<p><u>Construction</u> In the unlikely scenario that construction period overlap there would be potential cumulative noise, dust and general disruption during construction particularly for residents on north side of R839 Inchicore Road 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.</p> <p><u>Operation</u> 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.</p>	<p>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.</p>	<p><u>Construction</u> Negative, Slight and Temporary</p> <p><u>Operation</u> No impact.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst case situation.
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	<p><u>Construction</u> It is unlikely that there would be a cumulative impact on residents in the area between the Proposed Scheme and DART+ Tunnel as the tunnel element would be below ground and the nature of construction impacts would be different. No significant cumulative impacts on human health anticipated.</p> <p><u>Operation</u> 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.</p>	<p>Mitigation would comprise the standard measures used in typical construction practice to limit impacts on local amenity.</p> <p>Given the close proximity of the two developments, construction management will need to be planned to minimise disruption for local residents due to the schemes in combination.</p>	<p><u>Construction</u> As for pre-mitigation (Not Significant)</p> <p><u>Operation</u> Positive, Significant in the Long term on health.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	<p><b>Construction</b> 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 area, which may have Negative impacts on wellbeing. Key areas to be affected would be the residents close to junction with Kylemore Road and junction with Clovenhill Road. 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.</p> <p><b>Operation</b> 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.</p>	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.	<p><b>Construction</b> 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. In that eventuality, the cumulative effect could be reduced to Negative, Slight and Temporary to Short-term.</p> <p><b>Operation</b> Positive, Significant in the Long term on health.</p>	It is uncertain that construction periods would overlap so this assessment presents a worst-case situation.
A1		Dublin BusConnects: CBC 01 Clongriffin to City Centre	<p><b>Construction</b> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><b>Operation</b> 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.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><b>Construction</b> No significant cumulative impacts on human health anticipated.</p> <p><b>Operation</b> Positive, Very Significant, Long-term</p>	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.
B1		Dublin BusConnects: CBC 02 Swords to City Centre	<p><b>Construction</b> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><b>Operation</b> 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.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><b>Construction</b> No significant cumulative impacts on human health anticipated.</p> <p><b>Operation</b> Positive, Very Significant, Long-term</p>	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.
C1		Dublin BusConnects: CBC 05 Blanchardstown	<p><b>Construction</b> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><b>Operation</b> 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.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><b>Construction</b> No significant cumulative impacts on human health anticipated.</p> <p><b>Operation</b> Positive, Very Significant, Long-term</p>	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.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'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	<p><b>Construction</b> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance and intervening buildings.</p> <p><b>Operation</b> 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.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><b>Construction</b> No significant cumulative impacts on human health anticipated.</p> <p><b>Operation</b> Positive, Very Significant, Long-term</p>	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: CBC 06 Lucan to City Centre	<p><b>Construction</b> In the unlikely scenario that construction periods overlap there would be in-combination impacts of noise, dust, general disruption from construction traffic and traffic management. This would be localised to residents who live close to the junction between R148 Chapelizod Bypass and R833 Bóthar Coilbeard. 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.</p> <p><b>Operation</b> 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.</p>	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.	<p><b>Construction</b> No impact.</p> <p><b>Operation</b> Positive, Very Significant, Long-term</p>	Mitigation is that the Proposed Scheme would not be constructed at the same time as CBC 06 Lucan to City Centre. It is assumed that all 12 Proposed Schemes would be operational.
A3		Dublin BusConnects: CBC 0809 Tallaght-Clondalkin	<p><b>Construction</b> In the unlikely scenario that construction periods overlap there would be in-combination impacts of noise, dust, general disruption from construction traffic and traffic management. This would be localised to the junction between Thomas Street and R137 Patrick Street. 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.</p> <p><b>Operation</b> 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.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><b>Construction</b> Negative, Slight, Temporary</p> <p><b>Operation</b> Positive, Very Significant, Long-term</p>	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.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
C2		Dublin BusConnects: CBC 1012 Templeogue-Rathfarnham	<p><b>Construction</b> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><b>Operation</b> 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.</p>	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.	<p><b>Construction</b> No significant cumulative impacts on human health anticipated.</p> <p><b>Operation</b> Positive, Very Significant, Long-term</p>	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: CBC 11 Kimmage to City Centre	<p><b>Construction</b> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><b>Operation</b> 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.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><b>Construction</b> No significant cumulative impacts on human health anticipated.</p> <p><b>Operation</b> Positive, Very Significant, Long-term</p>	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: CBC 13 Bray to City Centre	<p><b>Construction</b> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><b>Operation</b> 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.</p>	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.	<p><b>Construction</b> No significant cumulative impacts on human health anticipated.</p> <p><b>Operation</b> Positive, Very Significant, Long-term</p>	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.
C3		Dublin BusConnects: CBC Belfield/Blackrock to City Centre	<p><b>Construction</b> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><b>Operation</b> 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.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><b>Construction</b> No significant cumulative impacts on human health anticipated.</p> <p><b>Operation</b> Positive, Very Significant, Long-term</p>	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.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
D3		Dublin BusConnects: CBC 16 Ringsend to City Centre	<p><b>Construction</b> No cumulative impacts affecting the same population as affected by the Proposed Scheme are anticipated due to distance.</p> <p><b>Operation</b> 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.</p>	Construction phasing is being developed to limit disruption from construction of the CBC schemes as far as practicable.	<p><b>Construction</b> No significant cumulative impacts on human health anticipated.</p> <p><b>Operation</b> Positive, Very Significant, Long-term</p>	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**

Local Authority / An Bord Pleanála / Other Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP01	Widening of the M7 between Junction 9 (Naas North) and Junction 11 (M7/M9) to provide an additional lane in each direction	<p><b>Biodiversity Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<b>Biodiversity</b> Not significant	<b>Biodiversity: None</b>
MP02	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	<b>Biodiversity: None</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>
MP03	N3 Castaheany Interchange Upgrade: refer to "Details" link	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines, hedgerows, parkland and mixed broadleaf woodland arising from the construction of the Proposed Scheme</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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</p> <p>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.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	<b>Biodiversity: None</b>
MP04	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	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	<b>Biodiversity: None</b>
MP05	N3-N4: Barnhill to Leixlip Interchange	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	<b>Biodiversity: None</b>

Local Authority / An Bord Pleanála / Other Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP06	Reconfiguration of the N4 from its junction with the M50 to Leixlip to rationalise accesses and to provide additional capacity at the Quarryvale junction	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines, hedgerows, parkland and mixed broadleaf woodland arising from the construction of the Proposed Scheme</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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</p> <p>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.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	<b>Biodiversity: None</b>
MP07	Clonburris SDZ roads development: refer to "Details" link	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines, hedgerows, parkland and mixed broadleaf woodland arising from the construction of the Proposed Scheme</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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</p> <p>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.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	<b>Biodiversity: None</b>
MP08	DART+ Programme West	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	<b>Biodiversity: None</b>
MP09	Porterstown Distributor Link Road	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	<b>Biodiversity: None</b>

Local Authority / An Bord Pleanála / Other Reference	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	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	<b>Biodiversity: None</b>
MP11	Lucan LUAS	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines, hedgerows, parkland and mixed broadleaf woodland arising from the construction of the Proposed Scheme</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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</p> <p>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.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	<b>Biodiversity: None</b>
MP12	DART+ Programme South West	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines, hedgerows, parkland and mixed broadleaf woodland arising from the construction of the Proposed Scheme</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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</p> <p>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.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	<b>Biodiversity: None</b>
MP13	Junction upgrades and other capacity improvements on the M1 motorway, including additional lanes south of Drogheda, where required	<p><b>Biodiversity Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> Not significant</p>	<b>Biodiversity: None</b>

Local Authority / An Bord Pleanála / Other Reference	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)	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	<b>Biodiversity: None</b>
MP15	DART+ Tunnel Element (Kildare Line to Northern Line)	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines, hedgerows, parkland and mixed broadleaf woodland arising from the construction of the Proposed Scheme</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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</p> <p>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.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	<b>Biodiversity: None</b>
MP16	Potential Metro South alignment: SW option	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	<b>Biodiversity: None</b>
MP17	LUAS Cross City incorporating LUAS Green Line Capacity Enhancement - Phase 1	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines, hedgerows, parkland and mixed broadleaf woodland arising from the construction of the Proposed Scheme</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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</p> <p>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.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	<b>Biodiversity: None</b>
MP18	Oldtown-Mooretown Western Distributor Link Road	<b>Biodiversity: None</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>

Local Authority / An Bord Pleanála / Other Reference	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	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	<b>Biodiversity: None</b>
MP20	Poolbeg LUAS	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	<b>Biodiversity: None</b>
MP21	Leopardstown Link Road Phase 2	<b>Biodiversity: None</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>
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	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	<b>Biodiversity: None</b>
MP23	Poolbeg SDZ roads development: refer to "Details" link	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	<b>Biodiversity: None</b>
MP24	Glenamuck District Distributor Road	<b>Biodiversity: None</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>
MP25	DART+ Programme Coastal North	<b>Biodiversity: None</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>
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	<b>Biodiversity: None</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>

Local Authority / An Bord Pleanála / Other Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
MP27	Cherrywood SDZ roads development: refer to "Details" link	<b>Biodiversity:</b> None	<b>Biodiversity:</b> Not applicable	<b>Biodiversity:</b> Not applicable	<b>Biodiversity:</b> Not applicable
MP28	DART+ Programme Coastal South	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	<b>Biodiversity:</b> None
MP29	R126 Donabate Relief Road: R132 to Portrane Demesne	<b>Biodiversity:</b> None	<b>Biodiversity:</b> Not applicable	<b>Biodiversity:</b> Not applicable	<b>Biodiversity:</b> Not applicable
MP30	Extension of LUAS Green Line to Bray	<b>Biodiversity:</b> None	<b>Biodiversity:</b> Not applicable	<b>Biodiversity:</b> Not applicable	<b>Biodiversity:</b> 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	<b>Biodiversity:</b> None	<b>Biodiversity:</b> Not applicable	<b>Biodiversity:</b> Not applicable	<b>Biodiversity:</b> Not applicable
MP32	MetroLink	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	<b>Biodiversity:</b> None
MP33	Greater Dublin Drainage (GDD)	<p><b>Biodiversity Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> Not significant</p>	<b>Biodiversity:</b> None
MP34 (TBC)	Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	<b>Biodiversity:</b> None

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MP35 (TBC)	Dublin Array - offshore windfarm	<p><b>Biodiversity Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<b>Biodiversity</b> Not significant	<b>Biodiversity: None</b>
MP36	Dublin Southern Port Access Route (SPAR). Proposed 1.6km 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.	<p><b>Biodiversity Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<b>Biodiversity</b> Not significant	<b>Biodiversity: None</b>
MP37	Snugborough Interchange Upgrade	<p><b>Biodiversity Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<b>Biodiversity</b> Not significant	<b>Biodiversity: None</b>
303678	Air insulated switchgear 110kV transmission substation. Platin, Duleek	<b>Biodiversity: None</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>
304799	Construction of a new distributor road and junction to the southwest of Kells town centre. Kells	<b>Biodiversity: None</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>
JA0040	Dublin Mountain Visitors Centre and all associated works. Killakee and Jamestown	<b>Biodiversity: None</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>	<b>Biodiversity: Not applicable</b>
304624	FCC/12/0001 Broadmeadow Way. Greenway between Malahide Demesne and Newbridge Demesne to be known as 'Broadmeadow Way'. Malahide	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> Potential for in-combination effects of disturbance arising from the increased levels of human activity in proximity to protected areas.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> 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</p>	<b>Biodiversity</b> Not significant	<b>Biodiversity: None</b>
307073	Alternations to a permitted double circuit 110kV electricity transmission line development between substations. Darndale / Belcamp	<p><b>Biodiversity Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<b>Biodiversity</b> Not significant	<b>Biodiversity: None</b>

Local Authority / An Bord Pleanála / Other Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
303249	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	<b>Biodiversity:</b> None	<b>Biodiversity:</b> Not applicable	<b>Biodiversity:</b> Not applicable	<b>Biodiversity:</b> Not applicable
304888	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.	<b>Biodiversity Construction</b> 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  <b>Operation</b> 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.	<b>Biodiversity Construction</b> 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  <b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	<b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	<b>Biodiversity:</b> None
306583	A residential development with ancillary commercial uses (retail unit, café and crèche) partially comprising a "Build to Rent" scheme on circa 9.69 hectares. The townlands of Shanganagh, Cork Little and Shankill, Co. Dublin.	<b>Biodiversity Construction</b> 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.  <b>Operation</b> 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.	<b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.  <b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	<b>Biodiversity</b> Not significant	<b>Biodiversity:</b> None
307352	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.	<b>Biodiversity Construction</b> 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  <b>Operation</b> 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.	<b>Biodiversity Construction</b> 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  <b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	<b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.	<b>Biodiversity:</b> None
306834	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.	<b>Biodiversity Construction</b> 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.  <b>Operation</b> 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.	<b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.  <b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	<b>Biodiversity</b> Not significant	<b>Biodiversity:</b> None
307296	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	<b>Biodiversity Construction</b> 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.  <b>Operation</b> 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.	<b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.  <b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.	<b>Biodiversity</b> Not significant	<b>Biodiversity:</b> None

Local Authority / An Bord Pleanála / Other Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
306725	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.	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	<b>Biodiversity: None</b>
311315	Park development project at the Racecourse Park	<p><b>Biodiversity Construction</b> Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p>	<p><b>Biodiversity Construction</b> 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</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	<b>Biodiversity: None</b>
309146, 309773	2 no. 110kV transmission lines and a 110kV Gas Insulated Switchgear (GIS) substation	<p><b>Biodiversity Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> Not Significant</p>	<b>Biodiversity: None</b>
A1	Dublin BusConnects: CBC 01 Clongriffin to City Centre	<p><b>Biodiversity Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> Not significant</p>	<b>Biodiversity: None</b>
B1	Dublin BusConnects: CBC 02 Swords to City Centre	<p><b>Biodiversity Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> Not significant</p>	<b>Biodiversity: None</b>

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D1	Dublin BusConnects: CBC 0304 Ballymun-Finglas	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines, hedgerows, parkland and mixed broadleaf woodland arising from the construction of the Proposed Scheme</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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</p> <p>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.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	<b>Biodiversity: None</b>
C1	Dublin BusConnects: CBC 05 Blanchardstown to City Centre	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines, hedgerows, parkland and mixed broadleaf woodland arising from the construction of the Proposed Scheme</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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</p> <p>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.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	<b>Biodiversity: None</b>
A2	Dublin BusConnects: CBC 06 Lucan to City Centre	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> Not significant</p>	<b>Biodiversity: None</b>
A3	Dublin BusConnects: CBC 0809 Tallaght-Clondalkin	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines, hedgerows, parkland and mixed broadleaf woodland arising from the construction of the Proposed Scheme</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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</p> <p>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.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	<b>Biodiversity: None</b>

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C2	Dublin BusConnects: CBC 1012 Templeogue-Rathfarnham	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p>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</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p>	<b>Biodiversity: None</b>
D2	Dublin BusConnects: CBC 11 Kimmage to City Centre	<p><b>Biodiversity Construction</b> 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.</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality</p> <p>Potential for in-combination effects on habitats and species as a result of direct habitat loss of treelines, hedgerows, parkland and mixed broadleaf woodland arising from the construction of the Proposed Scheme</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events</p> <p>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</p> <p>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.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale</p>	<b>Biodiversity: None</b>
B3	Dublin BusConnects: CBC 13 Bray to City Centre	<p><b>Biodiversity Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> Not significant</p>	<b>Biodiversity: None</b>
C3	Dublin BusConnects: CBC 14/15 Blackrock/Belfield	<p><b>Biodiversity Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> Not significant</p>	<b>Biodiversity: None</b>
D3	Dublin BusConnects: CBC 16 Ringsend to City Centre	<p><b>Biodiversity Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events.</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events.</p>	<p><b>Biodiversity</b> Not significant</p>	<b>Biodiversity: None</b>

Local Authority / An Bord Pleanála / Other Reference	Applicant for 'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions, & Limitations
Various	<p>SHDs (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)</p>	<p><b>Biodiversity Construction</b> 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.**</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality*</p> <p>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*</p> <p><b>Operation</b> 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.**</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events**</p> <p>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*</p> <p>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.*</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events**</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.*</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale*</p>	<b>Biodiversity: None</b>
Various	<p>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</p>	<p><b>Biodiversity Construction</b> 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.**</p> <p>Should the construction periods overlap there is potential for in-combination disturbance on fauna, including wintering bird species, resulting in displacement from the locality*</p> <p>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*</p> <p><b>Operation</b> 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.**</p>	<p><b>Biodiversity Construction</b> Mitigation proposed to protect surface water quality during construction of the Proposed Scheme will prevent surface water pollution events**</p> <p>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*</p> <p>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.*</p> <p><b>Operation</b> Mitigation proposed to protect surface water quality during operation of the Proposed Scheme will prevent surface water pollution events**</p>	<p><b>Biodiversity</b> A significant residual effect with regard disturbance and displacement of fauna during construction will remain albeit at the local geographic scale.*</p> <p>A significant residual effect with regard loss of habitat will remain albeit at the local geographic scale*</p>	<b>Biodiversity: None</b>

Table A21.2.6: Stage 3 and 4: Water

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3067/13	Dublin City Council	Construction of 88 bedroom Nursing Home in a 6-storey over 3 no. basement level building with provision for 48 no. car parking spaces as amendments to previously permitted Nursing Home (Reg. Ref. 2811/09 – 80 bedrooms) at the junction of Irwin Street and Irwin Court, Kilmainham, Dublin 8.	<u>Construction</u> 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. <u>Operation</u> 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.	Imperceptible	
SD13A/0183	South Dublin County Council	Construction of a 6 no. pump (12 stand) petrol station incorporating a single storey service station shop (and associated signage) with a gross floor area of c. 92sq.m., an automatic car wash/jet wash with ancillary plant, a forecourt canopy (covers c. 420sq.m. and 5.8m in height) and associated signage; underground storage tanks, a tanker fill point, circulation areas, 2 no. internally illuminated double-sided totem signs (5.8m x 1.91m) with a total advertising area of 22.15 sq.m per sign, access from and egress onto the realigned internal link road permitted under Reg. Ref. No. SD12A/0014, ancillary site boundary and landscaping works and all associated site development works.	<u>Construction</u> 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. <u>Operation</u> 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.	Imperceptible	
3325/13	Dublin City Council	Demolition of existing recycling centre storage sheds and associated ancillary works and the construction of a new seven storey Clinical Directorates Building (27.87 metres high to top of roof plant level) totalling 4,953 sq.m providing staff facilities at ground and first floors; clinical facilities and clinical support facilities at second floor; offices at third, fifth and sixth floors; and offices and staff training facilities at fourth floor; an enclosed plant area (including stair core and lift access) on the roof; enclosed pedestrian corridor linking the proposed building and the main hospital concourse at first and second floor levels; the construction of 3 no. single storey cycle parking shelters; all other site development works above and below ground required to facilitate the development.	<u>Construction</u> 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. <u>Operation</u> 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.	Imperceptible	
3507/13	Dublin City Council	Permission for development on a 0.55 hectare site south of existing Hospital 5 building in the southern part of the hospital site bounded by the open space known as St James's Linear Park, parallel to St. James's Walk to the south. The development will consist of the construction of a two storey modular building and the adaption and refurbishment of an existing two storey modular building to provide clinical accommodation (examination and consulting rooms) and ancillary facilities; the construction of an enclosed pedestrian corridor linking the proposed accommodation and the existing hospital 5 building at first floor level; and site development works required to facilitate the development including landscaping of external courtyards and pedestrian walkways.	<u>Construction</u> 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. <u>Operation</u> 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.	Imperceptible	
3359/14	Dublin City Council	Demolition of the north east boundary wall to Lucan Road and construction of 19 no. residential dwelling units comprising of a terrace of 7 no. houses, all three storey with three bedrooms with private front & rear gardens with on site car parking located to the rear of the site; 6 no. two storey three bedroom duplex units with north east facing balconies & terraces over 6 no. single storey two bedroom apartments with north east & south west terraces configured in 1 no. residential block to the front of the site onto Lucan Road; creation of a new vehicular site access off Lucan Road with surface car parking for 12 cars, bin store, bicycle parking, retaining boundary walls & railings & all associated external site works and landscaping.	<u>Construction</u> 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. <u>Operation</u> 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.	Imperceptible	

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3968/14	Dublin City Council	PROTECTED STRUCTURE: Permission for development at Our Lady of Lourdes National School, Goldenbridge, Inchicore, Dublin 8. The site is bordered by St. Vincent Street West and Emmet Crescent. The proposed development consists of:- (a) Phased demolition of the middle section of the existing school building; removal of prefabricated temporary teaching accommodation units and selected trees. (b) Refurbishment and alterations of the retained sections of the building including internal works and application of new insulated rendering system to all elevations and upgrade of existing windows and doors. (c) Construction of a two-storey extension, consisting of a General Purpose Hall, 10 no. Special Education Tuition Rooms, a Multi-purpose Room, a Home-School Liaison Room, a Library, associated offices, balcony to Staff Room, stores, toilets, circulation areas, and ancillary accommodation. (d) Provision of 28 no. on-site car parking spaces; alteration of existing vehicular and pedestrian site access points and adjoining areas at Emmet Crescent including refurbishment of existing gates and provision of new gates. (e) Provision of 60 no. on-site bicycle parking spaces; refurbishment of gate facing St. Vincent Street West; provision of covered Bin Store. (f) Provision of new hard surfaced and planted play and amenity areas, erection of 6 no. new flagpoles, refurbishment and upgrade of existing boundary walls, fences and gates (as described above and including a pedestrian gate towards the convent at the Western site boundary), and provision of all ancillary site works at this location. The site is in the curtilage of protected structures, Sisters of Mercy Chapel & Convent to the West.	<p><u>Construction</u> 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.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	
3964/14	Dublin City Council	The development consists of a commercial/retail unit, 7 no. one bedroom apartments and 6 no. two bedroom apartments (total 13 no. apartments), balconies and roof terraces/gardens at 2nd and 3rd floors, new vehicle and pedestrian entrances at South Circular Road, 5 no. car spaces and ancillary site development works. The proposed building is two, three and four storeys in height.	<p><u>Construction</u> 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.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	
4179/15	Dublin City Council	The proposed development comprises a part 2, part 4 and part 6-storey building over lower ground floor level to provide 14 no. residential dwellings (with integrated car parking provision) and c. 1,971 sq.m (GFA) of office accommodation. Vehicular access to the lower ground level is proposed at the northern end of the site off Brookfield Road. Communal landscaped open space and private gardens are provided to the rear of the proposed building at podium and ground floor levels.	<p><u>Construction</u> 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.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	
2692/16	Dublin City Council	The development will consist of: the demolition of six derelict dwellings plus the remains of two further dwellings (ground floor facade only) measuring a total of 437 sq m; and the provision of a three to six storey over basement level Hotel (progressively set back at its fourth and sixth storeys); comprising 96 No. bedrooms with a gross floor area of 3,904 sq m, which includes a basement level of 730 sq m. The development will also include: the provision of vehicular access to the site from Wood Lane; the provision of 3 No. car parking spaces; 10. No. bicycle parking spaces; loading bay; hard and soft landscaping; an outdoor terrace area at sixth storey level on the southern elevation (17 sq m); signage; ancillary plant; attenuation; ESB sub-station and all associated site development and site excavation works above and below ground.	<p><u>Construction</u> 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.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	
3635/16	Dublin City Council	Planning permission sought for the construction of a 3 storey building to the street front, as extension with pedestrian link into the existing building to 205 Emmet Road, consisting of retail/restaurant at Ground Level (Area: 140.6 m2) with two storeys of residential above: including balconies to the south elevation, fronting Emmet Road. The proposal also includes for the construction of a four storey apartment development to the rear of 205A Emmet Road.	<p><u>Construction</u> 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.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
2708/17	Dublin City Council	Planning permission is sought to demolish 2 no. one storey sheds on the site to rear and side of existing house at "The Laurels", 54 Inchicore Road, Kilmainham, Dublin 8 and to construct; 5 no. three bedroom plus one study three storey terraced houses No's 1 to 5 with private rear gardens and private roof terrace space at second floor, 1 no. two storey two bedroom "mews like" unit with private open space and 1 no. three storey duplex residence off Inchicore Road, containing a two bedroom unit at ground floor and a three bedroom two storey unit with attic storage plus open space at upper level. Both apartments are provided with private and shared common space. In addition planning permission is sought to provide 8 no. surface car parking spaces to rear, a newly formed vehicular entrance off the main street to the left of existing entrance plus access to 3 no. existing car parking spaces to the front of the existing house.	<p><u>Construction</u> 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.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	
2869/17	Dublin City Council	The proposed development will consist of the demolition of the existing former Faulkners Industries Factory complex along with the two no. 2 storey semi-detached dwellings and the construction of 171 no. apartments in two no. 5 storey apartment blocks over a single level basement.	<p><u>Construction</u> 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.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	
3188/17	Dublin City Council	Demolition of existing buildings on site construction of a 26 no. unit apartment development in two blocks over basement car park, with 26 no. car parking spaces and 26 no. bicycle parking spaces; vehicular access to ramp at location of existing site entrance; associated landscaping and site works. 23-25 Old Kilmainham Road, Dublin 8.	<p><u>Construction</u> 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.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	
3221/18	Dublin City Council	Revision to a previously permitted mixed-use residential development (previously granted under Reg. Ref. 2869/17; ABP Ref. PL29S248958) to now provide for a 'build to rent' scheme. The proposed revisions shall consist of: (a) An increase of 21 no. residential units to now provide for a total of 174 no. residential units (84 no. 1 bedroom units; 88 no. 2 bedroom units; and 2 no. 3 bedroom units) within the 3 no. previously permitted blocks as follows; Block A - 5 storeys in height (part 3 storeys) comprising of 40 no. residential units (25 no. 1 bedroom units; 15 no. 2 bedroom units with balconies/terrace on all elevations; Block B - 5 storeys in height comprising 80 no. residential units (39 no. 1 bedroom units; 41 no. 2 bedroom units) with balconies/terraces/gardens to all elevations; and Block C - 5 storey in height comprising 54 no. units (20 no. 1 bedroom units; 32 no. 2 bedroom units; and 2 no. 3 bedroom units) with balconies/terraces/winter-gardens to all elevations. (b) Associated elevational changes to Block A, Band C, (c) Reduction in the size of previously permitted childcare facility; (d) Provision of additional amenity facilities including community room, gym and recreational area in Block A; (e) Reduction in basement level car parking spaces from 202 no spaces to 123 no. spaces; (f) Reduction in basement level motor cycle parking spaces from 13 no. spaces to 9 no. spaces; (f) Increase in basement level bicycle parking spaces from 188 no. spaces to 280 no. spaces; (g) Reduction in the basement floor area; (h) Provision of new plant areas at basement level; (i) All associated engineering and site development works necessary to facilitate the development.	<p><u>Construction</u> 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.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3972/18	Dublin City Council	The proposed development will consist of the demolition of all existing buildings/structures on site and the erection of a part 5-, part 8-storey mixed use building over double basement (approximately 7,977 sq.m GFA) to provide principally for a new hotel (185 bedrooms).	<u>Construction</u> 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. <u>Operation</u> 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.	Imperceptible	
4174/18	Dublin City Council	The proposed development will comprise a residential scheme of 30 no. 1, 2 and 3 bed apartments/duplexes in 2 no. four storey blocks, with units ranging in size from c. 47 sqm to c. 110 sqm. Block A will have 17 no. units with 5 no. 1 beds; 9 no. 2 beds; and 3 no. 3 beds. Block B will have 13 no. units with 5 no. 1 beds, 5 no. 2 beds; and 3 no. 3 beds. Units provided with south/east/west/north facing balconies/terraces. All associated site development works, services provision, vehicular/pedestrian access, car and bicycle parking, open space, bin stores, landscaping and boundary treatment works.	<u>Construction</u> 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. <u>Operation</u> 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.	Imperceptible	
SD13A/0183/EP	South Dublin County Council	Construction of a 6 pump (12 stand) petrol station incorporating a single storey service station shop (and associated signage) with a gross floor area of c.92sq.m, an automatic car wash/jet wash with ancillary plant, a forecourt canopy (covers c.420sq.m and 5.8m in height) and associated signage; underground storage tanks, a tanker fill point, circulation areas, 2 internally illuminated double-sided totem signs (5.8m x 1.91m) with a total advertising area of 22.15sq.m per sign, access from and egress onto the realigned internal link road permitted under Reg. Ref. No. SD12A/0014, ancillary site boundary and landscaping works and all associated site development works.	<u>Construction</u> 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. <u>Operation</u> 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.	Imperceptible	
SD20A/0089	South Dublin County Council	Mixed leisure, entertainment and retail extension to the existing Liffey Valley Centre organised around a large public plaza and pedestrian friendly east-west street.	<u>Construction</u> 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. There are potentially significant impacts to the Liffey_180 as a result of road widening between M50 Overbridge, Liffey Valley and between M50 Overbridge to Kennelsfort Road Junction. 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. <u>Operation</u> 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.	Imperceptible	
3203/20	Dublin City Council	Planning permission - the proposed development will consist of a 4 storey, 1072 sq. m., 14.02 metre high infill to vacant yard and extension to the north of the existing mortuary building to serve as a bio-bank process storage unit accommodated over 2 floors with the additional 2 floors allocated to associated laboratory and administration functions; included will be a louvered open plant area 140 sq. m. at roof level, a further 2.7 metres high, all to match the existing building finishes; plant equipment and all other site development works, above and below ground required to facilitate the development, all located adjacent the north eastern boundary of the hospital campus. Vehicular access will be through the north entrance gates from Ewington Lane.	<u>Construction</u> 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. <u>Operation</u> 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.	Imperceptible	
3344/20	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of the existing HUI Building at Dr. Steeven's Hospital, Dublin. The development will be carried out within the curtilage of a protected structure. (Dr. Steeven's Hospital - reference 7840).	<u>Construction</u> 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. Intrusive works for the Proposed Development impacting the Camac_040 include the construction of a Bus Gate as part of the Proposed Scheme between South Circular Road Junction to Bow Lane West Junction. However, as a result of the distance between the works and the planning development, impacts are expected to be negligible. <u>Operation</u> 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.	Imperceptible	

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3343/20	Dublin City Council	PROTECTED STRUCTURE: The development will consist of the demolition of existing garden stores and the proposed construction of a waste management storage facility. The development will be carried out within the curtilage of a protected structure (reference Dr. Steeven's Hospital - 7840).	<u>Construction</u> 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. Intrusive works for the Proposed Development impacting the Camac_040 include the construction of a bus gate bypass between South Circular Road Junction to Bow Lane West Junction. However, as a result of the distance between the works and the planning development, impacts are expected to be negligible. <u>Operation</u> 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.	Imperceptible	
3567/20	Dublin City Council	Planning permission consisting of amendments to approved planning permission (application no. 3188/17 ABP-300972-18) for 24 no. apartments in 2 no. 4 to 5 storey blocks to provide overall 33 no. apartments in 2 no. 4 to 5 storey blocks as follows: internal layout of front Block A revised to increase accommodation from 15 no. approved apartments (1 no. x studio, 4 no. x 1 bed units, 7 no. x 2 bed units, 3no. x 3 bed units and 1 no. office unit) to 22 no. apartments (13 no. x 1 bed units, and 9 no. x 2 bed units), 2 no. x secure bicycle stores and 1 no. bin store; relocation of rear Block B to align with new office building on 26-29 Old Kilmainham and block width reduced from 17.3m to 15.6m; internal layout of rear Block B revised to increase accommodation from 9 no. approved apartments (1 no. x 1 bed unit, 6 no. x 2 bed units, and 2 no. x 3 bed units) to 11 no. apartments ( 5no. x 1 bed units and 6 no. x 2 bed units); removal of basement car park; revised elevational treatment and all associated landscaping and site works.	<u>Construction</u> 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, as the development is located adjacent to Camac_040. 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. <u>Operation</u> 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.	Imperceptible	
308162	Dublin City Council	Demolition of existing building and construction of 397 Bedspaces at The Old Glass Factory and no's. 113-117 Cork Street, Dublin 8	<u>Construction</u> 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. <u>Operation</u> 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.	Imperceptible	
308871	Dublin City Council	Strategic housing development at 308871: Former Steelworks Site at 32A, 32B, 33, 34 and 35 James Street and a site off Basin View, Dublin 8. Demolition of existing buildings on site, construction of 189 no. Build to Rent apartments and associated site works.	<u>Construction</u> 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. Intrusive works for the Proposed Development impacting the Camac_040 include the construction of a bus gate bypass between South Circular Road Junction to Bow Lane West Junction. However, as a result of the distance between the works and the planning development, impacts are expected to be negligible. <u>Operation</u> 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.	Imperceptible	
SD15A/0105/EP	South Dublin County Council	(1) a new access roadway into the site from Cloverhill Road; (2) a new single-storey changing facility for Ballyfermot Utd. Sports & Social Club including new vehicular and pedestrian access gates to the club grounds from the new access road and parking for 37 cars and 2 buses and (3) residential development of 43 2-storey dwellings including 44 car spaces and comprising 4 Type A 3-bedroom semi-detached houses, 19 Type B 3-bedroom terraced houses, 16 Type C 3-bedroom terraced houses and 4 Type D 2-bedroom terraced houses. The proposed development also includes all associated landscaping, site development and infrastructural works.	<u>Construction</u> 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. <u>Operation</u> 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.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
312430	South Dublin County Council	units 64 and 65 Cherry Wood Industrial Estate and Kennelsfort Road Upper, Pakmerstown Dublin 10	<p><b>Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
313320	Dublin City Council	927 no. apartments, childcare facility and associated site works. De La Salle Lands (a protected structure), Ballyfermot Road, Dublin 10.	<p><b>Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
PA0043	Dublin City Council	Health Infrastructure Development comprising National Paediatric Hospital, Innovation Centre and Family Accommodation Unit at St James' Hospital Campus, Satellite Centres at Tallaght and Connolly. Construction Compound at Davitt Road, Dublin.	<p><b>Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
310567	Dublin City Council	198 no. Build to Rent apartments and associated site works.	<p><b>Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	Drainage plans which have informed the assessment of the Proposed Scheme on local waterbodies to be confirmed during detailed design stage
MP03		N3 Castaheany Interchange Upgrade: refer to "Details" link	<p><b>Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	
MP11		Lucan LUAS	<p><b>Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	
MP12		DART+ Programme South West	<p><b>Construction</b> 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.</p> <p><b>Operation</b> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	<p><u>Construction</u> 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.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	<p><u>Construction</u> 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.</p> <p><u>Operation</u> 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.</p>	Mitigation measures set out in the SWMP for the Proposed Scheme will be sufficient. No additional measures required.	Imperceptible	

Table A21.2.7: Stage 3 and 4: Architectural Heritage

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3430/16	Dublin City Council	Proposal for the construction of a new 4-storey building (over covered yard at basement level) comprising: A) A commercial/retail unit at ground floor. B) Residential entrance off Emmet Road accessing 3 no. 2/bedroomed apartments at first, second and third floor respectively with a balcony (for planter maintenance /access only) at each level overlooking the Camac river. C) A walkway for public use along the river at ground floor and basement level. D) A covered refuse and bicycle storage yard with gated access to the rear access lane and E) A private terrace/roof garden for each of the residential units at roof level accessed via a raised stairwell at roof level. All at vacant/derelict site at 203 Emmet Road, Inchicore, Dublin 8.	<p>Construction There is a cumulative potential for damage to Golden Bridge (NIAH 50080383) and 189 to 203 Emmet Road Inchicore (CBC0007BTH051).</p> <p>Operation There is a potential cumulative visual impact on the adjoining heritage structures which would be Indirect, Negative, Slight, Long-term.</p>	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.	The predicted post-mitigation impact is Negative, Slight and Temporary.	
3635/16	Dublin City Council	Planning permission sought for the construction of a 3 storey building to the street front, as extension with pedestrian link into the existing building to 205 Emmet Road, consisting of retail/ restaurant at Ground Level (Area: 140.6 m2) with two storeys of residential above: including balconies to the south elevation, fronting Emmet Road. The proposal also includes for the construction of a four storey apartment development to the rear of 205A Emmet Road.	<p>Construction There is a cumulative potential for damage to Golden Bridge (NIAH 50080383)</p> <p>Operation There is a potential cumulative visual impact on the adjoining heritage structures which would be Indirect, Negative, Slight, Long-term.</p>	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.	The predicted post-mitigation impact is Negative, Slight and Temporary.	
3188/17	Dublin City Council	Demolition of existing buildings on site construction of a 26 no. unit apartment development in two blocks over basement car park, with 26 no. car parking spaces and 26 no. bicycle parking spaces; vehicular access to ramp at location of existing site entrance; associated landscaping and site works. 23-25 Old Kilmainham Road, Dublin 8.	<p>Construction The proposal will result in the loss of 23-23a Old Kilmainham (CBC0007BTH083) the site also adjoins 22-22a Old Kilmainham (CBC0007BTH084) so there is a potential for damage during construction.</p> <p>Operation There is also a potential cumulative impact on the streetscape which would be Indirect, Negative, Slight, Long-term.</p>	Mitigation includes protection and monitoring of the historic fabric at 22-22a Old Kilmainham (CBC0007BTH084) as outlined in Appendix 16.3.	<p>The removal of number 23-23a Old Kilmainham (CBC0007BTH083) will still have a residual negative impact on the character of the road</p> <p>The predicted post-mitigation impact is Negative, Slight and Temporary</p>	
3972/18	Dublin City Council	The proposed development will consist of the demolition of all existing buildings/structures on site and the erection of a part 5-, part 8-storey mixed use building over double basement (approximately 7,977 sq.m GFA) to provide principally for a new hotel (185 bedrooms).	<p>Construction There is potential for damage during construction.</p> <p>Operation There is also a potential cumulative visual impact on the Thomas street ACA which would be Indirect, Negative, Slight, Long-term.</p>	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.	The predicted post-mitigation impact is Negative, Slight and Temporary.	
4316/18	Dublin City Council	Planning Permission for development at this circa 0.0475 ha site located on lands at the corner of Oliver Bond Street and St. Augustine Street (Mullinahack), Christchurch, Dublin 8. The proposed development will consist of an aparthotel (with access from Oliver Bond Street) of 71 no. rooms, including 4 no. accessible rooms, within a part 5 no. storey, part 8 no. storey building extending to c. 2,376 sqm gross floor area. Bedrooms range in size between c. 20 sqm and c. 28 sqm. The proposal includes c. 141 sqm of communal amenity space at ground floor level in the form of a lounge and seating area, laundry and accessible toilet. All ancillary areas including a reception area, management office, luggage storage and ancillary staff facilities are also included at ground floor level. An area of screened plant is provided at roof level, with a plant and boiler room, ESB substation and switch room located at ground floor level. A partially covered service yard is included to the rear of the building, providing refuse storage, 1 no. car parking space and 6 no. bicycle parking spaces. The yard is accessed via a controlled gated point of entry from Oliver Bond Street, An external terrace (staff access) and green roof are provided at the western elevation of first floor level.	<p>Construction There is a potential cumulative visual impact on the Thomas street ACA</p> <p>Operation There is a potential cumulative visual impact on the Thomas street ACA which would be Indirect, Negative, Slight, Long-term.</p>		Visual impact will be temporary. The proposed landscaping will have a positive impact during the operational phase	
2155/20	Dublin City Council	The development will consist of the demolition of the existing two-storey warehouse/commercial building and the construction of an eight-storey apartment building comprising 34 no. apartment units (12 no. studio units, 14 no. 1-bed units and 8 no. 2-bed units) with associated balconies/terraces, etc. 25-27, Bow Lane West, Dublin 8.	<p>Construction there is also a potential for damage to 162 James's Street CBC0007BTH109</p> <p>Operation There is also a potential cumulative visual impact on St Patrick's Hospital RPS 856. Also a potential visual impact on James Street conservation area. The effects would be Indirect, Negative, Slight, Long-term.</p>	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.	The predicted post-mitigation impact is Negative, Slight and Temporary.	

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
3203/20	Dublin City Council	Planning permission - the proposed development will consist of a 4 storey, 1072 sq. m., 14.02 metre high infill to vacant yard and extension to the north of the existing mortuary building to serve as a bio-bank process storage unit accommodated over 2 floors with the additional 2 floors allocated to associated laboratory and administration functions; included will be a louvered open plant area 140 sq. m. at roof level, a further 2.7 metres high, all to match the existing building finishes; plant equipment and all other site development works, above and below ground required to facilitate the development, all located adjacent the north eastern boundary of the hospital campus. Vehicular access will be through the north entrance gates from Ewington Lane.	<p>Construction Also potential for damage to a wall on Ewington lane during construction (CBC007BTH167)</p> <p>Operation There is a potential cumulative visual impact on Mary Aikenhead House (NIAH 50080302) which would be Indirect, Negative, Slight, Long-term.</p>	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3. The predicted post-mitigation impact is Negative, Slight and Temporary.	The predicted post-mitigation impact is Negative, Slight and Temporary.	
3567/20	Dublin City Council	Planning permission consisting of amendments to approved planning permission (application no. 3188/17 ABP-300972-18) for 24 no. apartments in 2 no. 4 to 5 storey blocks to provide overall 33 no. apartments in 2 no. 4 to 5 storey blocks as follows: internal layout of front Block A revised to increase accommodation from 15 no. approved apartments (1 no. x studio, 4 no. x 1 bed units, 7 no. x 2 bed units, 3no. x 3 bed units and 1 no. office unit) to 22 no. apartments (13 no. x 1 bed units, and 9 no. x 2 bed units), 2 no. x secure bicycle stores and 1 no. bin store; relocation of rear Block B to align with new office building on 26-29 Old Kilmainham and block width reduced from 17.3m to 15.6m; internal layout of rear Block B revised to increase accommodation from 9 no. approved apartments (1 no. x 1 bed unit, 6 no. x 2 bed units, and 2 no. x 3 bed units) to 11 no. apartments ( 5no. x 1 bed units and 6 no. x 2 bed units); removal of basement car park; revised elevational treatment and all associated landscaping and site works.	<p>Construction The proposal will result in the loss of 23-23a Old Kilmainham (CBC0007BTH083) the site also adjoins 22-22a Old Kilmainham (CBC0007BTH084) so there is a potential for damage during construction.</p> <p>Operation There is also a potential cumulative impact on the streetscape which would be Indirect, Negative, Slight, Long-term.</p>	Mitigation includes protection and monitoring of the historic fabric at 22-22a Old Kilmainham (CBC0007BTH084) as outlined in Appendix 16.3.	The removal of number23-23a Old Kilmainham (CBC0007BTH083) will still have a residual negative impact on the character of the road  The predicted post-mitigation impact is Negative, Slight and Temporary	
308871	Dublin City Council	Strategic housing development at 308871: Former Steelworks Site at 32A, 32B, 33, 34 and 35 James Street and a site off Basin View, Dublin 8. Demolition of existing buildings on site, construction of 189 no. Build to Rent apartments and associated site works.	<p>Construction The proposal directly affects 32 James's St (CBC0007BTH111) and 34 James Street (CBC0007BTH112). There is potential for damage to number 32 which will be retained in the scheme</p> <p>Operation The proposed housing block will result in the loss of 34 James Street (CBC0007BTH112) and will have a significant negative impact on the character of the James's Street Conservation Area. However, in terms of the impact on the Conservation Area, the Proposed Scheme will have a minimal impact. No significant cumulative impacts on the Conservation Area are therefore anticipated.</p>	Mitigation includes protection and monitoring of the historic fabric at 32 James's St (CBC0007BTH111) as outlined in Appendix 16.3.	The proposal will result in the loss of number 34 James Street (CBC0007BTH112) which would be a significant loss and will have an impact on the character of the road	
313320	Dublin City Council	927 no. apartments, childcare facility and associated site works. De La Salle Lands (a protected structure), Ballyfermot Road, Dublin 10.	<p>Construction The proposal directly affects De La Salle National School and associated building known as Mount La Salle, which was formerly the residence of the De La Salle brothers. Part of the existing school building to the front of the site is listed as a Protected Structure (DCC RPS 8784, includes the Central Classroom Block of the De La Salle National Schools and principal paired entrance gate piers) it is being incorporated into the proposed development. Mount La Salle is not protected but is included in the NIAH (Ref 50080372). Permission is sought for the demolition of the 2 storey eastern school building (1,360m2), associated buildings/shelters to school yard (842m2) and the Mount La Salle ("Monastery") residential building (1,700m2). Under the Proposed Scheme they are to be moved hence there is a direct cumulative impact. The same can be said for the gates to Mount la Salle which will also be directly impacted as a result of a land take under the proposed scheme.</p> <p>Operation There is a potential cumulative visual impact on the surrounding area from the removal part of De La Salle and Mount La Salle which would be Indirect, Negative, Slight, Long-term.</p>	Mitigation under the proposed scheme includes the reinstatement of the railings and piers as outlined in Appendix 16.3.	The proposal will result in the removal of most of the existing school buildings at De La Salle School and Mount la Salle NIAH (Ref 50080372)	The retention of the protected gate piers under the SHD is not clear. The same can be said for the gates and railings to Mount la Salle.
MP12		DART+ Programme South West	<p>Construction Potential for damage to Sarsfield Bridge (CBC0007BTH023), the Railway Bridge, Memorial Rd. (CBC0007BTH032) and walls on Sarsfield Road (CBC0007BTH025, CBC0007BTH026)</p>	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.		

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	Construction Potential for damage to Sarsfield Bridge (CBC0007BTH023), the Railway Bridge, Memorial Rd. (CBC0007BTH032) and walls on Sarsfield Road (CBC0007BTH025, CBC0007BTH026), Murray's Cottages (CBC0007BTH027) and Woodfield Cottages (CBC0007BTH029)	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.		
MP34 (TBC)		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	Construction Potential direct and visual impact of the development on adjoining protected structures and architectural heritage features in combination with the proposed bus and cycle lanes and paving works has the potential to have a cumulative Negative, Moderate and Temporary impact on protected structures, NIAH structures and other built heritage features on the proposed scheme	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.		
A2		<u>Dublin BusConnects</u> : CBC 06 Lucan to City Centre	The proposed scheme intersects with CBC 06 Lucan to City Centre at two points on the Sarsfield Road and Con Colbert Road. Aside of Sarsfield Bridge (CBC0007BTH023), the Railway Bridge, Memorial Rd. (CBC0007BTH032) there is also a potential cumulative impact on the Irish National War Memorial Gardens (NIAH 50080001). the predicted impact is slight.	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.		
A3		<u>Dublin BusConnects</u> : CBC 0809 Tallaght-Clondalkin	Construction The proposed Scheme meets the CBC 0809 Tallaght-Clondalkin at Christ Church. There are potential cumulate visual impacts as well as potential for damage to the Structures protected and NIAH structures during the construction phase as a result of the installation of the proposed concrete paving and public realm works.	Mitigation includes protection and monitoring of the historic fabric as outlined in Appendix 16.3.		

Table A21.2.8: Stage 3 and 4: Landscape (Townscape) and Visual

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
A2		<u>Dublin BusConnects</u> : CBC 06 Lucan to City Centre	<p><u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects at intersection / nearby areas of the schemes in vicinity of Con Colbert Road and Chapelizod Hill Road, if the construction periods coincide / are successive. Effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised significant temporary / short-term cumulative construction effects in local area.</p> <p><u>Operation</u> 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. Potential for slight / moderate short-term effects.</p>	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.	<p><u>Construction</u> There remains potential for localised significant temporary / short-term cumulative construction effects.</p> <p><u>Operation</u> There remains 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, even in the short-term. There remains potential for slight / moderate short-term effects. Medium and long-term cumulative effects will be imperceptible.</p>	
A3		<u>Dublin BusConnects</u> : CBC 0809 Tallaght-Clondalkin	<p><u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects at intersection / nearby areas of the schemes in vicinity of High Street, Nicholas Street and Christchurch Place, if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Effects are likely to be localised and contained within local townscape area, due to enclosing effect of surrounding built form. Potential for localised significant temporary / short-term cumulative construction effects in local area.</p> <p><u>Operation</u> 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. Potential for localised slight / moderate short-term effects. Effects to be positive due to improvements in the streetscape at this location, which is largely due to the Proposed Scheme.</p>	Mitigation as proposed in Chapter 17 of EIAR may aid 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 those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> There remains potential for localised significant temporary / short-term cumulative construction effects in local area.</p> <p><u>Operation</u> There remains 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. Potential for localised positive slight / moderate long-term effects. Effects to be positive due to improvements in the streetscape at this location, which is largely due to the Proposed Scheme.</p>	
C1		<u>Dublin BusConnects</u> : CBC 05 Blanchardstown to City Centre	<p><u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected.</p> <p><u>Operation</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.</p>	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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> No cumulative townscape/visual effects expected.</p> <p><u>Operation</u> No cumulative townscape/visual effects expected.</p>	
D1		<u>Dublin BusConnects</u> : CBC 0304 Ballymun-Finglas	<p><u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected.</p> <p><u>Operation</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative operational townscape/visual effects expected.</p>	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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> No cumulative townscape/visual effects expected.</p> <p><u>Operation</u> No cumulative townscape/visual effects expected.</p>	Some uncertainty on final assessment for CBC0304 at this time.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
C2		<u>Dublin BusConnects</u> : CBC 1012 Templeogue-Rathfarnham	<u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. <u>Operation</u> 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 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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<u>Construction</u> No cumulative townscape/visual effects expected. <u>Operation</u> No cumulative townscape/visual effects expected.	Some uncertainty on final assessment for CBC1012at this time.
D2		<u>Dublin BusConnects</u> : CBC 11 Kimmage to City Centre	<u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. <u>Operation</u> 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 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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<u>Construction</u> No cumulative townscape/visual effects expected. <u>Operation</u> No cumulative townscape/visual effects expected.	Some uncertainty on final assessment for CBC11 at this time.
B1		<u>Dublin BusConnects</u> : CBC 02 Swords to City Centre	<u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. <u>Operation</u> 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 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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<u>Construction</u> No cumulative townscape/visual effects expected. <u>Operation</u> No cumulative townscape/visual effects expected.	Some uncertainty on final assessment for CBC02 at this time.
B3		<u>Dublin BusConnects</u> : CBC 13 Bray to City Centre	<u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. <u>Operation</u> 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 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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<u>Construction</u> No cumulative townscape/visual effects expected. <u>Operation</u> No cumulative townscape/visual effects expected.	Some uncertainty on final assessment for CBC13 at this time.

Local Authority / An Bord Pleanála / Other Reference	Local Authority Area	'Other Development' and Brief Description	Assessment of Cumulative Effect with Proposed Project	Proposed Mitigation	Residual Cumulative Effect	Uncertainty, Assumptions & Limitations
D3		<u>Dublin BusConnects</u> : CBC 16 Ringsend to City Centre	<u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. <u>Operation</u> 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 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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<u>Construction</u> No cumulative townscape/visual effects expected. <u>Operation</u> No cumulative townscape/visual effects expected.	
C3		<u>Dublin BusConnects</u> : CBC 14/15 Blackrock/Belfield	<u>Construction</u> Potential for temporary in-combination indirect townscape effects is limited by distance - no cumulative construction townscape/visual effects expected. <u>Operation</u> 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 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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<u>Construction</u> No cumulative townscape/visual effects expected. <u>Operation</u> No cumulative townscape/visual effects expected.	
3964/14	Dublin City Council	The development consists of a commercial/retail unit, 7 no. one bedroom apartments and 6 no. two bedroom apartments (total 13 no. apartments), balconies and roof terraces/gardens at 2nd and 3rd floors, new vehicle and pedestrian entrances at South Circular Road, 5 no. car spaces and ancillary site development works. The proposed building is two, three and four storeys in height.	<u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible 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. <u>Operation</u> 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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<u>Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. <u>Operation</u> No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	
4179/15	Dublin City Council	The proposed development comprises a part 2, part 4 and part 6-storey building over lower ground floor level to provide 14 no. residential dwellings (with integrated car parking provision) and c. 1,971 sq.m (GFA) of office accommodation. Vehicular access to the lower ground level is proposed at the northern end of the site off Brookfield Road. Communal landscaped open space and private gardens are provided to the rear of the proposed building at podium and ground floor levels.	<u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible 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. <u>Operation</u> 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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<u>Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape. <u>Operation</u> No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	

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3430/16	Dublin City Council	Proposal for the construction of a new 4-storey building (over covered yard at basement level) comprising; A) A commercial/retail unit at ground floor. B) Residential entrance off Emmet Road accessing 3 no. 2/bedroomed apartments at first, second and third floor respectively with a balcony (for planter maintenance /access only) at each level overlooking the Camac river. C) A walkway for public use along the river at ground floor and basement level. D) A covered refuse and bicycle storage yard with gated access to the rear access lane and E) A private terrace/roof garden for each of the residential units at roof level accessed via a raised stairwell at roof level. All at vacant/derelict site at 203 Emmet Road, Inchicore, Dublin 8.	<u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible 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. <u>Operation</u> 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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<b>Construction</b> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape.  <b>Operation</b> No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	
3635/16	Dublin City Council	Planning permission sought for the construction of a 3 storey building to the street front, as extension with pedestrian link into the existing building to 205 Emmet Road, consisting of retail/ restaurant at Ground Level (Area: 140.6 m2) with two storeys of residential above: including balconies to the south elevation, fronting Emmet Road. The proposal also includes for the construction of a four storey apartment development to the rear of 205A Emmet Road.	<u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible 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. <u>Operation</u> 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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<b>Construction</b> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape.  <b>Operation</b> No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	
2950/17	Dublin City Council	The proposed development comprises site clearance and levelling works, including the demolition of all existing building(s) on site and the construction of a new Aparthotel building that ranges in height between 3 and 7-storeys above two lower ground levels (along the southern part of site) to provide a total Gross Floor Area (GFA) of 6,346.8 sq.m. Guest/ pedestrian access is provided along the southern frontage onto James Street leading into the reception area with ancillary Café at ground floor. James Street.	<u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible 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. <u>Operation</u> 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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<b>Construction</b> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape.  <b>Operation</b> No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	
3188/17	Dublin City Council	Demolition of existing buildings on site construction of a 26 no. unit apartment development in two blocks over basement car park, with 26 no. car parking spaces and 26 no. bicycle parking spaces; vehicular access to ramp at location of existing site entrance; associated landscaping and site works. 23-25 Old Kilmainham Road, Dublin 8.	<u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible 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. <u>Operation</u> 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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<b>Construction</b> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape.  <b>Operation</b> No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	

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2881/19	Dublin City Council	PROTECTED STRUCTURE: Planning permission for development on this site located within St. Patrick's University Hospital campus, James's Street, Dublin 8 Overall site area of c.4.2 ha: The development will consist of the provision of additional floor space comprising a part-four storey development to incorporate a ground floor in-patient bedroom extension (13 no. bedrooms) to the existing 'Willow Grove' Adolescent Care Unit with associated recreation hall, staff, clinical support and daily living spaces (956 sq.m). roof mounted plant room (36 sq m) linked to existing structures at ground and first floor level, including secure internal landscaped courtyards.	<u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible 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. <u>Operation</u> 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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<b>Construction</b> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape.  <b>Operation</b> No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	
SD19A/0320	South Dublin County Council	New bus interchange facility with associated set down area; street furniture; passenger waiting shelters; signage and lighting; infrastructure and landscaping works at the existing car park, north of the Liffey Valley Shopping Centre, along the ring road (Ascaill na Life) and the main access road from the Fonthill Road (Bóthar na Life).	<u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible 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. <u>Operation</u> 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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<b>Construction</b> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape.  <b>Operation</b> No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	
SD20A/0089	South Dublin County Council	Mixed leisure, entertainment and retail extension to the existing Liffey Valley Centre organised around a large public plaza and pedestrian friendly east-west street.	<u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible 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. <u>Operation</u> 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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<b>Construction</b> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape.  <b>Operation</b> No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.	

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3567/20	Dublin City Council	Planning permission consisting of amendments to approved planning permission (application no. 3188/17 ABP-300972-18) for 24 no. apartments in 2 no. 4 to 5 storey blocks to provide overall 33 no. apartments in 2 no. 4 to 5 storey blocks as follows: internal layout of front Block A revised to increase accommodation from 15 no. approved apartments (1 no. x studio, 4 no. x 1 bed units, 7 no. x 2 bed units, 3no. x 3 bed units and 1 no. office unit) to 22 no. apartments (13 no. x 1 bed units, and 9 no. x 2 bed units), 2 no. x secure bicycle stores and 1 no. bin store; relocation of rear Block B to align with new office building on 26-29 Old Kilmainham and block width reduced from 17.3m to 15.6m; internal layout of rear Block B revised to increase accommodation from 9 no. approved apartments (1 no. x 1 bed unit, 6 no. x 2 bed units, and 2 no. x 3 bed units) to 11 no. apartments ( 5no. x 1 bed units and 6 no. x 2 bed units); removal of basement car park; revised elevational treatment and all associated landscaping and site works.	<p><u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible 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.</p> <p><u>Operation</u> 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.</p>	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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p>Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape.</p> <p>Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.</p>	
2155/20	Dublin City Council	The development will consist of the demolition of the existing two-storey warehouse/commercial building and the construction of an eight-storey apartment building comprising 34 no. apartment units (12 no. studio units, 14 no. 1-bed units and 8 no. 2-bed units) with associated balconies/terraces, etc. 25-27, Bow Lane West, Dublin 8.	<p><u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible 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.</p> <p><u>Operation</u> 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.</p>	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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p>Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape.</p> <p>Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.</p>	
3672/13	Dublin City Council	The proposed development consists of the construction of 8 no. 3 & 4 bed houses, comprised of 1 no. 2 storey detached house, 2 no. 2 storey semi-detached houses & 5 no. 2-3 storey terraced houses. 726 and rear of 730-734, South Circular Road, Dublin 8.	<p><u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible 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.</p> <p><u>Operation</u> 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.</p>	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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p>Construction If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape.</p> <p>Operation No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.</p>	

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3972/18	Dublin City Council	The proposed development will consist of the demolition of all existing buildings/structures on site and the erection of a part 5-, part 8-storey mixed use building over double basement (approximately 7,977 sq.m GFA) to provide principally for a new hotel (185 bedrooms).	<p><u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible 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.</p> <p><u>Operation</u> 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.</p>	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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape.</p> <p><u>Operation</u> No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.</p>	
MP11		Lucan LUAS	<p><u>Construction</u> Potential for temporary in-combination indirect townscape and visual effects to occur in relation should the construction periods either overlap or follow on within a short time frame with the Proposed Scheme. Effects would be reduced or negligible if this is not the case. Potential for significant temporary / short-term construction effects across linear townscape areas if alignment is similar to Proposed Scheme, but otherwise effects will be localised and contained.</p> <p><u>Operation</u> 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. Potential for moderate short-term effects.</p>	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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> Potential for temporary in-combination indirect townscape and visual effects to occur in relation should the construction periods either overlap or follow on within a short time frame with the Proposed Scheme. Effects would be reduced or negligible if this is not the case. There remains potential for significant temporary / short-term construction effects across linear townscape areas if alignment is similar to Proposed Scheme.</p> <p><u>Operation</u> 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. There remains potential for moderate short-term effects. Medium and long-term effects will be imperceptible.</p>	Major uncertainty over form of this project.
MP12		DART+ Programme South West	<p><u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Construction will occur mainly within existing railway however there is potential for works to surrounding road network and provision of new bridge structures. Works have potential for townscape and visual effect on areas located between the railway and the Proposed Scheme. Potential for significant temporary / short-term cumulative construction effects. These effects are most likely to occur at locations where concurrent construction of both schemes have the potential to overlap, however, it is also likely that the extent of any such impacts will be localised and contained.</p> <p><u>Operation</u> 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. Potential for slight / moderate short-term effects.</p>	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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> If construction periods overlap / are successive, there remains potential for significant temporary / short-term cumulative construction on localised areas of townscape/streetscape. Effects would be reduced or negligible if this is not the case.</p> <p><u>Operation</u> 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. There remains potential for slight / moderate temporary and short-term effects. The effects of any changes are likely to be reduced over the long-term with establishment of proposed landscape measures. There remains potential for slight / moderate short-term effects. Medium and long-term effects will be imperceptible.</p>	Some uncertainty over form of this project, particularly impact on wider townscape area.

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MP15		DART+ Tunnel Element (Kildare Line to Northern Line)	<p><u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Construction will occur mainly within existing railway however there is potential for works to surrounding road network and provision of new bridge structures. Works have potential for townscape and visual effect on areas located between the railway and the Proposed Scheme. Potential for significant temporary / short-term cumulative construction effects. These effects are most likely to occur at locations where concurrent construction of both schemes have the potential to overlap, however, it is also likely that the extent of any such impacts will be localised and contained.</p> <p><u>Operation</u> 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. Potential for slight / moderate short-term effects.</p>	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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> If construction periods overlap / are successive, there remains potential for significant temporary / short-term cumulative construction on localised areas of townscape/streetscape. Effects would be reduced or negligible if this is not the case.</p> <p><u>Operation</u> 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. There remains potential for slight / moderate short-term effects. Medium and long-term effects will be imperceptible.</p>	Some uncertainty over form of this project, particularly impact on wider townscape area.
MP34		Cycling: Greater Dublin Area Cycle Network Plan (excluding Radial Core Bus Corridor elements)	<p><u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Such effects are likely to be most noticeable for receptors at the intersections of this scheme 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.</p> <p><u>Operation</u> 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. Potential for slight / moderate short-term effects.</p>	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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> 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.</p> <p><u>Operation</u> 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. There remains potential for slight / moderate short-term effects. Medium and long-term effects will be imperceptible.</p>	Major uncertainty over form of this project, particularly impact on wider townscape area.
MP03		N3 Castaheany Interchange Upgrade: refer to "Details" link	<p><u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible if this is not the case. Potential for moderate temporary / short-term cumulative construction effects. These effects are most likely to occur at locations where concurrent construction of both schemes have the potential to overlap, however, it is also likely that the extent of any such impacts will be localised and contained.</p> <p><u>Operation</u> 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. Potential for slight / moderate short-term effects.</p>	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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> 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.</p> <p><u>Operation</u> 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. There remains potential for slight / moderate short-term effects. Medium and long-term effects will be imperceptible.</p>	Some uncertainty over form of this project, particularly impact on wider townscape area.
308871	Dublin City Council	Strategic housing development at 308871: Former Steelworks Site at 32A, 32B, 33, 34 and 35 James Street and a site off Basin View, Dublin 8. Demolition of existing buildings on site, construction of 189 no. Build to Rent apartments and associated site works.	<p><u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible 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.</p> <p><u>Operation</u> 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.</p>	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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape.</p> <p><u>Operation</u> No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.</p>	

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SD15A/0105/EP	South Dublin County Council	(1) a new access roadway into the site from Cloverhill Road; (2) a new single-storey changing facility for Ballyfermot Utd. Sports & Social Club including new vehicular and pedestrian access gates to the club grounds from the new access road and parking for 37 cars and 2 buses and (3) residential development of 43 2-storey dwellings including 44 car spaces and comprising 4 Type A 3-bedroom semi-detached houses, 19 Type B 3-bedroom terraced houses, 16 Type C 3-bedroom terraced houses and 4 Type D 2-bedroom terraced houses. The proposed development also includes all associated landscaping, site development and infrastructural works.	<p><u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible 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.</p> <p><u>Operation</u> 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.</p>	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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape.</p> <p><u>Operation</u> No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.</p>	
313320	Dublin City Council	927 no. apartments, childcare facility and associated site works. De La Salle Lands (a protected structure), Ballyfermot Road, Dublin 10.	<p><u>Construction</u> Potential for temporary in-combination indirect townscape / visual effects to occur if the construction periods coincide / are successive. Effects would be reduced or negligible 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.</p> <p><u>Operation</u> 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.</p>	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 mitigation of Construction Phase impacts on those townscape and visual characteristics which will be directly impacted through removal is neither possible nor practicable.	<p><u>Construction</u> If construction periods overlap / are successive, there remains potential for localised moderate temporary / short-term cumulative construction in the townscape/streetscape.</p> <p><u>Operation</u> No significant cumulative effects expected. There remains potential for localised slight short-term effects. Medium and long-term cumulative effects will be imperceptible.</p>	